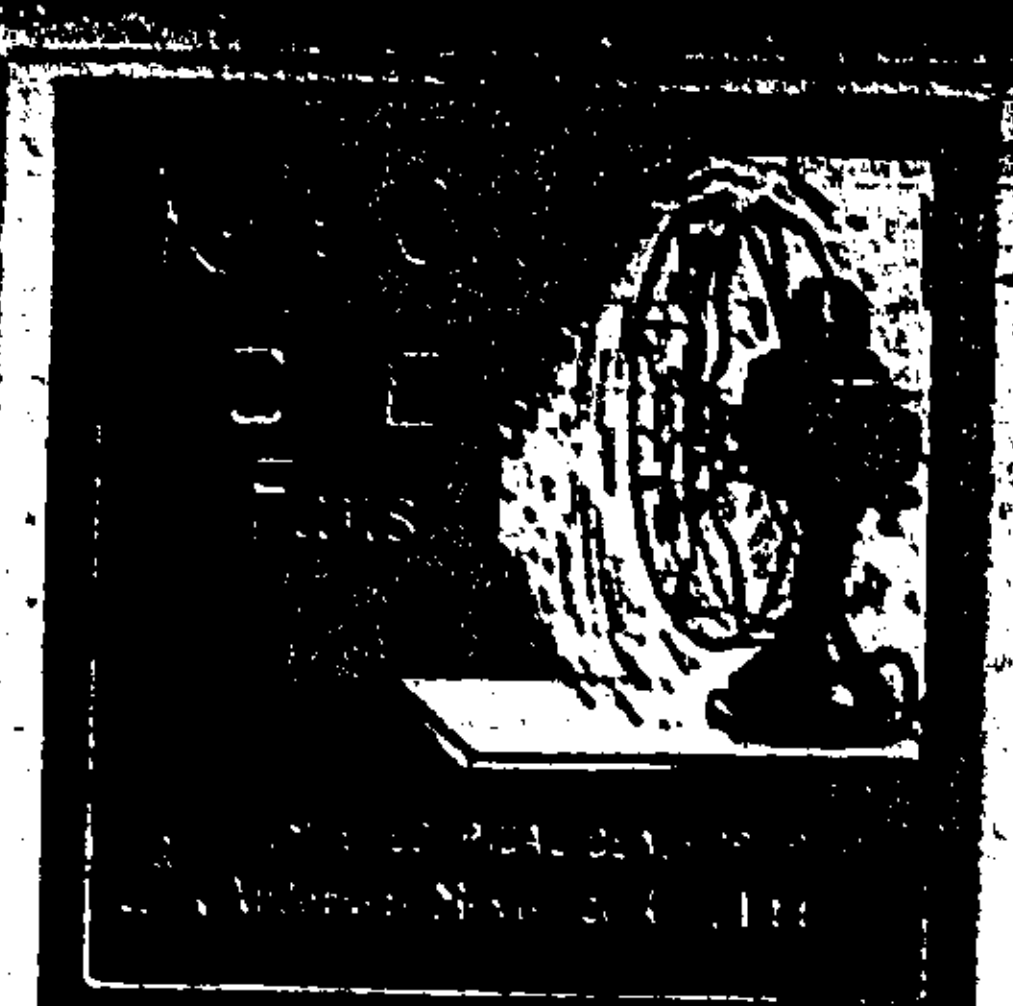


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(ESTABLISHED 1881)



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REUTER'S TELEGRAMS.

REPARATION BY GERMANY.

ALLIES DECIDE ON THE SUM.

London, June 21.
The Conference at Boulogne as regards reparations has agreed upon the principle that the annual minimum payment by Germany be three milliards of gold marks, or nominally £150,000,000 yearly, or a total of £4,500,000,000.

OTHER DECISIONS.

London, June 22.
A Boulogne communique says the Conference considered the Turkish question and decided that the Turkish reply to the draft conditions of peace must be returned by the date previously fixed, namely June 26.

The Conference approved of certain military measures suggested by Marshal Foch and General Wilson to meet the situation in the area of Constantinople and the Straits, and decided to invite delegates from Greece, Poland, Portugal, Rumania, Czechoslovakia and Yugoslavia to Spa to discuss questions specially concerning them.

The Conference approved of the terms of the Allied communication to Germany drafted by Marshal Foch and General Wilson requiring the fulfilment of the clauses of the Treaty of Versailles dealing with disarmament, destruction of military material, an reduction of effectives which so far have not been either executed or incompletely executed.

THE OPENING SESSION.

Boulogne, June 21.
The first Conference opened in the morning, Britain, Italy, Japan, Belgium and France being represented. The programme of the Conference was settled in the following order:—Firstly, the German indemnity; secondly, the disarmament of Germany; thirdly, the Eastern question; fourthly, the Russian question.

The morning's discussion was confined to the first two, and financial experts were charged with the preparation of the text which had been agreed on for presentation to the evening conference. Similarly, military experts are preparing a draft notification to Germany regarding disarmament, both in effectives and material.

VALUE OF THE RUPEE.

IMPORTANT GOVERNMENT DECISIONS.

Simla, June 20.
The Government announces the removal of restrictions on gold bullion and foreign coin from June 21 and the introduction of legislation altering the value of the sovereign from fifteen to ten rupees. Tending the alteration, the Government is demonstrating the sovereignty, which, however, will continue at an exchange rate of fifteen rupees for twenty-one days.

The Government has also notified that "reverse Councils," which are the Indian equivalent of India Council bills, will be altered on June 24 to 23 19/32 pence per rupee for immediate and 23 11/16 pence for deferred rates.

IMPERIAL SHIPPING.

IMPORTANT INVESTIGATIONS BY NEW COMMITTEE.

London, June 22.
The Imperial Shipping Committee recently appointed to enquire into the question of shipping communication between different parts of the Empire is a purely advisory body. It will enquire into complaints regarding ocean freights, facilities for and conditions of inter-imperial trade, and will make recommendations to co-ordination and improvement of the type, size and speed of ship as well as the depth of docks and channels and the construction of harbour works.

MILITARY AID FOR GREECE.

MR. BONAR LAW'S STATEMENT.

London, June 21.
In the House of Commons, replying to a request for a statement with regard to the proposed assistance of military aid by Greece to deal with the Turkish Nationalists, Mr. Bonar Law said the matter was at present being discussed. Mr. Bonar Law said the matter was at present being discussed. Mr. Bonar Law said the matter was at present being discussed.

CAPTURED BRITISHERS.

REPORTED ILL-TREATMENT BY BOLSHEVIES.

London, June 21.
In the House of Commons, replying to a question, Mr. Bonar Law said the Government had reason to believe that the British naval men captured at Baku by the Bolshevists had not been properly treated. The Government was taking all possible steps in the matter. He emphasized that M. Krassin had been informed that the unconditional release of all British prisoners must precede any result of the present negotiations.

COUNTY CRICKET.

London, June 21.
Northampton beat Derby by 114 runs.
Kent beat Gloucestershire by ten wickets.
Somerset beat Worcester by an innings and 155 runs.

TO-DAY'S CHINESE TELEGRAMS.

THE DELAYED CONFERENCE.

Shanghai, June 22.
Wong I-tang has wired to the Government that the Southern delegates still have not made up their mind as to the date for reopening the Conference, although many requests have been made to them.

THE HUNAN TROUBLE.

Shanghai, June 22.
Chu Shu-tsang, the Northern Boundary Defence Commissioner, on arrival at Peking, declared at a military meeting that the Hunan incidents must be settled by military force.

PEKING EXCITED.

Shanghai, June 22.
Consequent on the arrival of Chu Shu-tsang and Chang Chok-im, excitement is prevailing in Peking. It is feared a coup d'etat may occur at any time, owing to the differences between the President and the high commanders.

(Other Early and Special Telegrams on Pages 2 and 3.)

A TRADE UNIONIST LOOKS AROUND.

THREE FUNDAMENTAL HERESIES.

A. M. Drysdale writes in the *Daily Chronicle*:—"I am very much of the opinion of Dr. Addison that it is all nonsense to pretend that it takes years to learn how to lay bricks; and, for the protection of the community, I wish to see the same critical spirit applied to the new Dentists Bill now before Parliament. Before we prohibit dentistry by unregistered dentists and establish a Dental Board, with powers corresponding to those of the general Medical Council, let us take care that we shall not hereby be extending the dominion of the one anti-communal principle of trade unionism. By all means oblige every person to have the highest possible efficiency in the kind of service in which he requires payment, and if the Bill does that in respect of dentistry the community need only smile, with all its teeth."

PROPOSED DENTAL BOARD.

But everybody knows, either by experience or by observation, that while many unregistered dentists are highly efficient, there are inefficient registered dentists, and that registration alone may be nothing more than a trade union ticket. The present free competition among dentists, stimulated by advertisement and other popular methods which the proposed Dental Board would of course forbid, diffuses the inestimable benefits of dentistry among almost the poorest. Dentistry, of all things, ought always to cheap. Four hall-mark dentists at half-price prices is adequately indicated by the natural prevalence of making for the best service when the cost means a strain upon the purse, especially in a vital department of the teeth.

This protecting and trade-unionism of every human accomplishment is a tendency of the day which I deplore. Whether in the case of the dentists, or in that of the bricklayers—and let me add, or in that of the journalists—it is not the best or the most public-spirited members of their callings who are crying out for these protections. Those who demand them are concerned so much that the public shall have the services of the most competent men and women as that the men and women who offer their services, whatever their degree of competence, shall have assured to them a vested interest in their means of livelihood.

LIBERTY OF THE PRESS.

Even among journalists, as I have hinted, there is a movement to exclude all but journalists from journalism. When Milton championed the freedom of the printing press, or, as he called it, liberty of printing, it never occurred to him that it should be free only to a profession—as, for example, the

Church has been shrunk to the profession of the clergy, or as the freedom of the City is valuable only because it is not free, but a jealously guarded privilege.

The freedom of the printing press means that Tom, Dick, and Harry may issue from that portentous machine whatever writing they choose, subject only to the restrictions of the ordinary law; and to me that seems to be both democracy and wisdom.

Yet I am a trade-unionist! I am a member of a trade union—the youngest—and I support trade unionism generally. Why? Because in economic relations as in political, I believe in the balancing of powers as a sound working expedient. I cannot myself foresee any time at which the lion will be content to lie down inside the lamb; and the trade unions are the watch dogs which enable the lamb to co-exist with the lion on any other terms.

THREE HERESIES.

But I am not a good trade unionist, for I cherish in my bosom these three heresies—I would like to see all men and women competent to earn their livelihood at two occupations instead of only one; I would like to see the barrister qualified to practise as a solicitor, and the solicitor as a barrister; and I would have all persons who have any morsel of wisdom for the stockpot of human counsel encouraged to contribute through the public journals, whether they were journalists or deep-sea fishermen.

I admire doctors and I abhor Christian Science, but when some doctor were convincing with some courage to have Christian Science penalised in order to force people to have doctors who did want Christian Science, I readily subscribed to Christian Science—substance funds. The world gains under an excess of professionalism.

When I was over the hills and far away in the Highlands we used to assemble, a hamlet-handful of us, around the smithy every Saturday afternoon to see the mighty smith cropping the hair of the firm labourers from miles around, an operation which he performed with the aid of a bow. We were forty miles from a railway station, and if the smith had exhibited teeth as well as written an article about it—I should not have been scandalised.

VICAR EJECTED FROM HIS CHURCH.

Possession has been taken of St. John's Church, Taunton, by the sequestrator, acting for the Bishop of Bath and Wells. The deprived vicar, the Rev. Reginald Wynter, refused to leave the church, where he was engaged in his devotions, until ejected by the police. There was, however, no scene, the vicar only wishing to demonstrate that he yielded only to force.

BIG FIRE.

TWO HOUSES GUTTED.

A fire of serious dimensions which suddenly broke out at 11.45 last night, brought out the whole force of the Central Fire Station. It originated in a medicine shop on the ground floor of No. 46, Staunton Street, and spread with such rapidity that when the alarm was sent out, the conflagration had already become one of great size which gave the realisation that the building was beyond any hopes of being saved.

Though the distance between the Station and the scene of the fire is not great, some ten minutes elapsed while the engine, one after the other, described a circuit round the town, taking the convenient streets before they could come up. By this time the building was completely wrapped in flames, and a slight wind which blew from the east helped the fire to spread over to No. 44, which very soon was in the same condition as its neighbour.

With three engines in operation, the fire was fought from different angles, but the efforts of the firemen were in the main directed to No. 43 which also showed indications of being involved. Then a scaffolding which had been erected in George Lane, situated behind the buildings, became ignited, and the firemen had this further disaster to overcome.

At one time, the flames from No. 46 leaped across the street to a house opposite. The verandah was instantly ignited, but by dint of a plentiful supply of water, the fire in this building was put out.

Situated in an elevated part of the city, the fire was visible throughout the town. To a spectator standing eastwards from it, the flames appeared to be ascending from the roof in two columns, which later united into one big mass which brightly illuminated the surrounding area.

As roofs collapsed, showers of sparks were sent high up. Eventually when the fire had practically burnt itself out, the elements came to the assistance of the exhausted firemen. The rain came down in a deluge which, though of a brief duration, was sufficiently heavy in volume to extinguish the last remaining sparks of the fire. Nos. 46 and 44 were however completely gutted.

The damage done is fairly serious. The medicine shop was insured for \$5,000 which completely covered the loss the owner suffered. The cause of the fire is attributed to ignition, by a drying oven, of a number of chests and bags of medicine stored in the kitchen.

AERIAL TRANSPORT FOR JAPAN.

AN AMERICAN SCHEME.

A Nagoya message to the *Asahi* Nichi Nichi says that a group of American capitalists have a scheme under contemplation for the establishment of a big aeroplane works in Japan and that in view of the geographical advantages it possesses, they have an eye on Nagoya as a suitable place. It is said that the group, through the Washington Government, approached the American Consulate at Nagoya, the other day, with a request that the necessary investigation be made. An official of the American Consulate at Nagoya is quoted by the *Osaka Journal* as stating that the project is evidently making good progress and that the promoters' intention is to inaugurate, simultaneously with the establishment of the aeroplane works, a regular aerial service to various cities, with Nagoya as the centre, for the transport of passengers and mail matter. It is, however, doubted whether the Japanese Government, which has good reason to be dubious of the safety of aerial navigation, will permit the opening of the aerial service. The official quoted hopes that if a favourable report is submitted by the American Consul to the American capitalists concerned, their scheme may materialise at an early date.

EXECUTION.

GAOL-BREAKER HANGED.

Li Hoi Shing, one of the convicts who recently murdered two warders of Victoria Gaol, in making their escape therefrom, paid the extreme penalty for his crime this morning.

At the Gaol at 5 o'clock, he was hanged, and the customary Coroner's enquiry was held later in the day at the Magistracy.

AMERICAN "INVASION."

160,000 OVERSEA VISITORS EXPECTED.

The "invasion" of this country by visitors from America, which was expected to begin some weeks ago, has now started, says the *Times*. Tourists are arriving at British ports in every boat that crosses from the United States, and the numbers will grow every week.

During next month more than 25,000 people will arrive from overseas, and at least 60,000 will cross during June and July. Afterwards the numbers are expected to decrease slightly, but it is anticipated that by the end of October about 160,000 visitors from overseas will have visited this country. A very large proportion will have come from America.

At the beginning of the year several rather wild statements were made with regard to the number of Americans who would be likely to visit Great Britain during the season—the first normal season since the war. In one instance the total was put as high as a million. This figure, of course, is absurd. Over a quarter of a million passports have been applied for at Washington, but not more than half of these have yet been granted, and it is unlikely that very many more will be permitted for this year. The sailing accommodation is still comparatively limited, and even if there are no further hitches, it will be quite impossible to bring over more than 160,000.

The task of finding accommodation for over 160,000 travellers is one of great difficulty. Most hotels are booked up for the season with home visitors, and they will be able to entertain very few extra guests. It has been left to voluntary organizations to straighten out the tangle. The matter has been taken in hand by the Red Triangle Hospitality League, which hopes to find accommodation for every traveller from overseas who visits the country this year. A scheme has been prepared, of which the central idea is that there should be established in London a central clearing house which would be able to put visitors in touch with hotels, boarding houses, private apartments, and even with private homes where they could be taken as paying guests. Already the idea has been a tented with a good deal of success, and up to the present 60 establishments in London alone have expressed their willingness to take part in the scheme. These vary from private houses in Park Lane to boarding-houses at Ealing. Similar accommodation is being sought in the country, and a special appeal is to be made at Plymouth and Southampton.

There is expected to be a great rush of Americans to these towns for the tercentenary anniversary celebrations of the sailing of the *Mayflower*. Already 10,000 American visitors are expected at Southampton, and all possible help will be needed to solve the problem of accommodation.

There are still sporadic outbreaks in the American Press of the rumour that there is a grave food shortage in this country. This rumour was recently exposed by *The Times*, but already a great amount of harm had been done, and it was probably one of the reasons why the expected rush had been rather delayed.

Any visitor from overseas to London who cannot find accommodation should apply to the headquarters of the Red Triangle Hospitality League at the Beaver Hut in the Strand. This is now the central clearing house for the provision of accommodation in this country.

GERMAN GOODS ARRIVE.

UNLOADED AT KOWLOON TO-DAY.

People in Hongkong have always looked forward with something like apprehension to the time when German goods would again come freely into the Port, but there was nothing out of the ordinary prevailing when the *Durban Maru* came in his morning and proceeded to discharge into the godowns at Kowloon a large German cargo. The *N.Y.K.* was one of the first foreign companies to send a ship into Rotterdam after the armistice; in fact, the *Delagoa Maru* is said to have been the first outside ship to enter German ports for trading purposes.

A representative of the *Hongkong Telegraph* spent an interesting half hour at the Kowloon Wharves to-day and he saw a large cargo of aniline dyes being taken off the ship and stored. The top of each barrel was covered with a heavy brown paper bearing the letters "B.A.S.F., Hongkong", but underneath, on the barrel itself, was German lettering, showing that the dyes had been made in Ludwig.

A chat with one of the Japanese officers brought out the fact that there was a small number of German passengers on board, who were bound for Shanghai and Japan. It is well-known that no German is allowed to land here for three years except with a permit, but whether any of these passengers had been given a permit, or whether they had been ashore, was a little hard to discover in the absence of the Purser. Still, it is illustrative of things getting back to normal when we have German passengers passing through the Port. The officer spoke of the big strike that had been on in Rotterdam and said the ship was delayed a fortnight in consequence. He added that the town was quiet and that they saw no trouble during their stay.

TRAM CONCESSION.

SECURED BY LOCAL CHINESE.

A Hongkong Chinese has secured permission from the Tientsin of action to survey the east part of Heung-shan district with engineers for the purpose of constructing a tram line between Shaki (capital of the district) and Chinsan, (a town four miles from Macao). The total length is about 40 miles.

It is predicted that the enterprise will be a prosperous one; as the route passes all the principal villages in that part of the district.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 8 1/2 d.

THE WEATHER.

Barometer—29.68. Temperature—2 p.m.—85 Humidity 2 p.m.—76.

DON'T FORGET.

TO-DAY.

Theatre Royal.—Miss Hammet Co. present "Mrs. D." Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

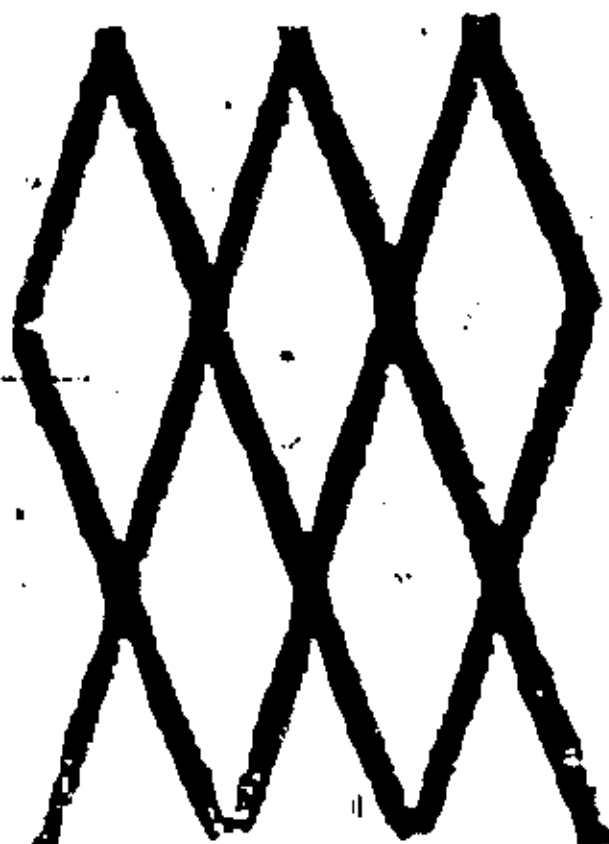
MOOREHEAD.

Theatre Royal.—Miss Hammet Co. present "Mrs. D." Coronet Theatre—5.15 and 9.15 p.m.

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ANARCHISTS.WHAT THE COMMUNITY
WILL NOT STAND.

"These people are pestilent individuals, who do as much injury to the community as they possibly can, but the answer to it is not to stick ice-picks in their necks."

Mr. Justice Lawrence was referring to Sydney Hanson, an open-air "Communist-Anarchist," and his class, and to a charge of attempted murder brought against Frank Robert Lark, 66, who stabbed Hanson after a Hammer-smithgrave meeting.

Lark followed the orator after having heard his speech, and drove a stiletto, in the form of an icepick into his neck, narrowly missing a vital spot.

Counsel for prosecution remarked that if Lark had punched Hanson's head instead of stabbing him, most people would have approved, and he certainly would not have appeared to prosecute him.

Hanson was searchingly cross-examined by Lark, but denied that he concluded the meeting with the "Anarchists' Litany," or that there was such a litany.

Communists, he said, had no need of leaders. Any member of the group who wished to do so took out the platform and held a meeting.

He (Hanson) dealt with conditions in all countries, taking his European history from Carlyle, Gibbon and other authorities.

The Judge: I thought you were a fitter. I should describe you as a quicksilver politician. When you are called an Anarchist you say you are a Communist, and when you are called a Communist you say you are an Anarchist.

Lark asked the jury to say he had only done what the Government ought to have done long ago. Mr. Justice Lawrence said it did not do to use ice-picks for the purpose of opposing doctrines one did not like: that was anarchy.

It was a curious irony that in this case a man preached anarchy and communism, yet when somebody stuck an icepick in his neck he immediately shouted "Police! police!" and called for the officers of law and order.

Hanson had muddled his brain by reading books he either did not appreciate or understand. This country was not going to submit to the doctrines of these people without a struggle.

It was all very well for them to expound and talk, but if they really engaged in engineering revolution they would get very much worse than ice-picks in their necks.

The jury found Lark guilty of unlawful wounding only, and he was sentenced to one month's imprisonment in the second division.

Hanson interrupted the summing up from his seat at the back of the court and was ejected.

£75,000 FOR LAWN TENNIS
GROUND.ALL ENGLAND CLUB'S BIG
SCHEME.

Despite earnest statements as to a "split" between the Lawn Tennis Association and the All England Club, the *Daily Chronicle* understands that the agreement drawn up by the latter will probably be adopted at an extraordinary general meeting of the L.T.A.

The main points of the proposal are in view of the club's intention to purchase and equip a new ground at an estimated cost of £75,000, preferably in the Wimbledon district, the world's championships on grass shall be held there for a term of 25 years.

Professional coaching is to be provided for the training of players and provision made for the practice of international teams, whilst the ground will be the venue of the newly-established hard court championships and the Davis Cup-ties. Inter-County matches, and junior and professional championships, in addition to the grass courts, ten hard courts are to be laid down.

The proposed financial arrangement is that after the payment of all expenses in connection with the grass championship, the first £7,000 of surplus shall be divided in proportion of 13 to 17 in favour of the All England Club. Ultimate surplus will be divided equally. For Davis Cup matches and hard court championships and other exclusively L.T.A. events, the proceeds will go to the association, less the club's out of pocket expenses for the Davis Cup ties, and one-third of net profits of hard court championships.

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EARLIER TELEGRAMS.

FAR EASTERN POLITICS.

London, June 20.

Writing to the "Observer," Mr. J. O. P. Bland says everything appears to emphasise the desirability of renewing the Anglo-Japanese alliance under conditions calculated to reassure the Chinese and regain their goodwill. He opines we are justified in believing the policy of Liberals in Japan will continue to rain ground and the Jingo tendencies of the military party will soon be modified and restrained by the powerful force of public opinion. Viscount Uchida expressed to him the view that these ends will probably be facilitated if Britain took the initiative in proposing a renewal of the alliance with a new basis of common policy in China calculated to secure the approval and support of other nations concerned especially the United States. The future of the alliance seems primarily to depend on the ability of the Japanese Government to make good its repeatedly declared policy of goodwill and non-interference in China and all omens tend to justify an optimistic view.

THE PIECE GOODS SITUATION.

London, June 20.

There is some uneasiness at the Manchester Royal Exchange as the result of cable, stating the Piece Goods Association at Shanghai suggests that merchants and manufacturers in Lancashire should cancel contracts owing to the fall in silver making it impossible to sell goods at a profit. Manchester firms are determined to act together to refuse to entertain the suggestion. It is pointed out dealers in Shanghai made immense profits last year when exchange was favourable to them and now the position is reversed they should be willing to bear their share of the losses.

SHIPPING COMPETITION.

London, June 21.

A leading London shipowner, interviewed by a press representative regarding the possible increased shipping competition from America, said that if American legislation excludes our ships from American ports American exporters will be the worst sufferers. American shipping cannot be run as cheaply as British on account of high wages and inefficient handling owing to want of experience. The shipowner expressed his conviction that British shipowners need not be seriously perturbed by combination of inexperienced ashore and about under legislative shelter, which will not have the approval of the majority of business interests.

SENATOR HARDING AND IRELAND.

Washington, June 20.

Asked regarding his alleged views on the Irish question, mentioned on June 19, Senator Harding declared he had no recollection of writing such a letter.

Regarding the article published in London quoting the alleged views of Senator Harding on the Irish question, Senator Harding's secretary denies Senator Harding wrote any letter discussing the Irish demand for freedom and declares there is no record in the senator's office that such a letter was ever written. The secretary also declares Senator Harding refuses to discuss the Irish question presently. Mr. McAdoo announces he cannot permit his name to be submitted to the Democratic Convention. His decision is irrevocable.

U.S. CLOTHING PRICES.

New York, June 21.

During the past week there has been a determined attempt in many parts of the country to sell goods at lower prices. Manufacturers pressed for money are rather alarmed by the accumulations. They have taken great pains and offered goods of clothes and shoes at prices fifty per cent. below those of a week ago. In many cases the big department stores and retailers have made similar reductions.

THE AMERICA CUP.

Newport, June 20.

Leisure boat Vanitie in the sixth trial by two minutes. Sandy Hook, June 20. Shamrock Fourth easily defeated the twenty-three metre Shamrock in her first trial by 79 seconds in actual time over the triangular course.

AMERICAN LABOUR.

Montreal, June 20.

After a stormy session the American Federation of Labour endorsed the adhesion of America to the League of Nations without reservations. Irish sympathisers bitterly opposed this section.

U.S. OLYMPIC POLO TEAM.

New York, June 20.

It has been decided that a team of United States army officers stationed overseas will represent the United States in Polo at the Olympic Games at Antwerp. The team selected is, Colonel Margetti, and Captains Harris, Rumbough, Allen and Tate.

(Continued on page 3.)

NOTICES

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£55,000 SHARED BY
SHIPYARD MEN.RECORD PROFITS IN
HARTLEPOOL.

About £20 per man is the result of the first profit-sharing distribution at Messrs. William Gray and Co.'s shipyard and engineering works at the Hartlepool and on the Wear.

Under the scheme initiated last year, 80 per cent. of the net profits were to go to the shareholders and 20 per cent. to employees.

For the nine months ended December 31 last the employees' share is £55,684, in which 2,830 workers will participate.

Thirty-seven and a half per cent. of those eligible failed to qualify, but during the first few months of the present year just about half the number have fallen out as compared with the first three months of the scheme.

In a letter read to the meeting at which the results were announced, Sir William Gray said the divisible profits were greater than anticipated, as the prices for new tonnage had been abnormally high, and the profits had been larger than the firm ever earned in the past.

"I feel a word of warning is essential," he added. "Already there are indications that orders will not be obtained at such remunerative prices, and ere five years are gone I expect to be faced with perhaps the most severe struggle for survival which shipbuilding and marine engineering in the town have ever experienced."

"With the prospect, therefore, of divisible profits becoming less and the number of workers to share the profits more, we must look to increased productivity and diminished costs to keep up the average of about £20 per man which we have earned this year."

NOTICES

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EVERYTHING TO BE CLEARED AT MUCH
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EARLIER TELEGRAMS.

(Continued from page 2)

SIAM'S POSSIBILITIES FOR BRITONS.

London, June 20.
Vice-Admiral Prince Abhakara of Chumphon, Siam, whom the King of Siam cabled to return home as he was going to visit Japan has bought the torpedo boat Radiant and will navigate her to Siam personally with a British crew. The Prince suggested British officers should try Siam and pointed out thousands of Germans have been deported from Siam never to return. He emphasized the enormousness of the rice industry and the vastness of openings for transport and railways. He declared sanitation is improving while the finest sport is plentiful.

THE SILK TRADE.

London, June 21.
The "Daily Telegraph" Macclesfield correspondent reports a serious slump in the silk industry, especially in Asiatic silks. The imports of made up silks already exceed the figures for 1913. Orders received in Macclesfield during the last two months are insufficient to keep the mills running for a week. Many mills in the fancy trade are already adopting half time.

LONDON TENNIS CHAMPIONSHIPS.

London, June 20.
In the London tennis championships at Queen's, in the finals Johnston beat Tilden, 4-6, 6-2, 6-4. In the doubles Johnston and Tilden beat Williams and Garland 6-3, 6-4. All are Americans.

THE HYTHE CONFERENCE.

London, June 22.
The "Times" states that the Hythe Conference decided that Germany be required to pay reparations in the form of annuities, extendible in accordance with her capacity. The minimum annuity contemplated is three milliards of gold marks is thirty-five years.

U.S. CITY'S FAST GROWTH.

Washington, June 22.
According to the census the fourth city of the United States has a population of 993,739, an increase of 113 per cent. in ten years.

U.S. AND BO. SHEVILK LEADER.

Washington, June 20.
The Bolshevik envoy Martens was placed on \$10,000 bail pending decision in his deportation case.

MONTENEGRO ALL CLEAR.

Berlin, June 22.
Official: The Italians having evacuated Antivari, Dublign and the Whole Montenegrin coast, the Serbians have occupied the same. No foreign troops remain in Montenegro.

225 MILES IN 142 MINUTES.

Union Town, June 20.
Tommy Milton won the 225 mile universal automobile race in 142 minutes 24 seconds.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

PIKING POLITICS.

Shanghai, June 22.
Chin Yun Peng is to resume the Premiership in accordance with the demands of Chang Tso-lin upon Tuan Chi-jui. Chang is reported to have demanded also the removal of the Anfuites in the Ministries of Finance, Communications, and Education. The dissolution of the Anfuites is expected.

STRAITS RICE RATION RAISED.

Singapore, June 22.
A message from Kuala Lumpur states the official rice ration is to be increased from four to five gantang monthly from July 1. The bread ration in quarantine districts being abolished.

MASS PRODUCTION OF
MOTOR CARS.AMERICAN SYSTEM TO BE
INTRODUCED.

A big experiment in the mass production of motor-cars is shortly to be attempted in England, writes a *Daily Chronicle* representative.

The scheme is being promoted by the General Motors Corporation, the great American firm of motor manufacturers, who control a large section of the industry in the United States.

Negotiations are being conducted by them with a view to securing in this country a site for an extensive new works, from which it is proposed to turn out an enormous number of cars on the same system as in the corporation's factories in America.

Two well-known men in British commercial circles are interested in the project—Sir Harry McGowan, chairman of Explosives Trades, Ltd., and managing director of Nobel's Co., who has just completed the purchase of \$5,000,000 worth of the Corporation's stock and Mr. Arthur Chamberlain, chairman of Kynochs, Ltd., and a nephew of the Chancellor of the Exchequer. Both have been made directors of the General Motors Corporation. The history of the Corporation is one of the romance of American industry. It holds a controlling interest in a number of motor-manufacturing companies, and is interested in the production of commercial cars, accessories, and everything appertaining to the motor trade.

Sir Harry McGowan is a Scotsman, who, although only 45 years of age, has already made his mark in the commercial world. Besides his connection with Explosives Trades Ltd., and Nobel's, he holds important positions in several other big enterprises, and is a director of Canadian Explosives, British Dyestuffs Corporation, and the Dunlop Rubber Company.

It is understood that the price paid by him for the stock of the General Motors Corporation works out at about £40 a share.

LADY'S ATTEMPT TO SWIM
CHANNEL.BARONET'S DAUGHTER TO
TRY IN AUGUST.

An attempt to swim the Channel is to be made by a well-known society lady during the coming summer.

She is Mrs. Arthur Hamilton, wife of Lieut.-Col. Hamilton, and a daughter of the late Sir Charles Fairlie-Cunningham, Bart. Mrs. Hamilton is also a descendant of the famous Duchess of Gordon, who raised a battalion of the Gordon Highlanders by offering to kiss every man who enlisted.

In conversation with a *Daily Chronicle* representative Mrs. Hamilton said that she was confident of swimming the Channel provided the weather made it possible.

"I am the first woman to make the attempt," she said "and of course I should be very glad to succeed. I shall probably take the same course as Burgess did, but I shall depend upon expert advice at the time. I have already swum 15 miles in the sea."

"I took naturally to swimming when I was a tiny child, and I have scarcely missed a single day in the water since then. This applies, of course, to the winter as the summer. When in London I do my swimming in the baths, but I am always running down to the sea as well."

Mrs. Hamilton is starting her training at Westgate next month, and she hopes to make her attempt in August.

She was the first woman to swim the Solent, and is the winner of a French prize for a 15-mile competition. She is a firm believer in swimming as a means to promote the health and beauty of women.

Asked how she meant to train for her great effort, she replied: "By living simply and keeping fit by regular swimming. I have not to give up meat, drink or cigarettes, for I am already a vegetarian, teetotaler and non-smoker."

MERCHANT SERVICE WAR
MEDAL.

116,000 applications have been received for Merchant Service War Medals, which will be issued as speedily as possible. 22,000 torpedo badges have been issued.

NOTICES

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ENGLISH BATHING CAPS.

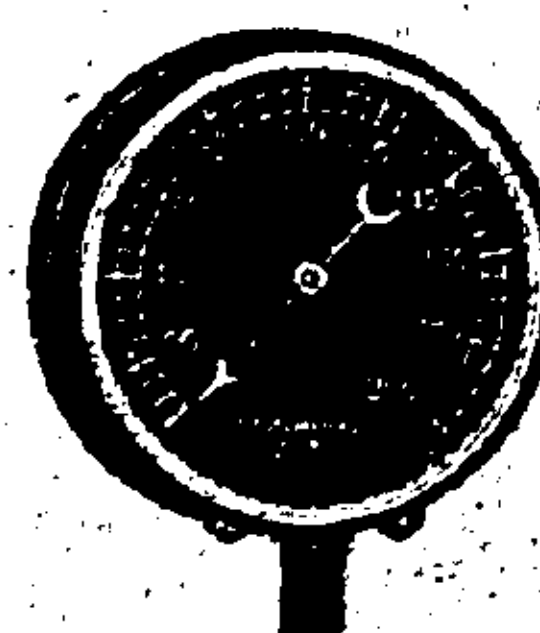
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TO-MORROW!!

TO-MORROW!!!

GRAND OPENING PERFORMANCE

OF THE

HUMPHREY BISHOP COMPANY

THE BIG AIRCRAFT DEAL.

INTERESTING STATEMENTS.

Many misleading and incomplete statements on the subject of the deal between the Handley Page interests and the British Government by which the latter disposes of all its interests in the immense stock of aircraft that had been purchased during the War having been made, the following statement in the form of a leading article in *The Argonaut*, and entirely independent and impartial journal, ought to be both of interest and of value.

The biggest deal in the history of aviation was made known on the 15th March when it was announced that the whole stock of the Aircraft Disposal Board for the (British) Ministry of Munitions, so far as the surplus of the heavy bomber machines, had been purchased by a syndicate. Later it was made known that this syndicate consisted of Messrs. Handley Page, Ltd., and Messrs. The Aircraft Disposal Company, Ltd., and that it will have offices in Kingston. It was also disclosed that Handley Page, Ltd. are members of the Syndicate and will act as technical advisers and selling agents. It is stated that the deal was arranged by the Imperial and Foreign Corporation group with which Lord Balfour of Burleigh is closely connected. One assumes that this corporation arranged the financial undertakings of the new Company.

The directors of the Aircraft Disposal Company, Ltd., as shown at Somerset House, are Mr. F. Handley Page, Mr. Theobald Page, and Mr. Geoffrey Isaac, from which it is to be deduced that Handley Page interests enter into some of the firm's activities. It is important to note that not only does the Aircraft Disposal Company, Ltd., purchase and dispose of surplus stock, but it also takes to purchase on the same terms any other aircraft material which becomes surplus during the next two years. It appears that the deal was completed at the end of last week, and that the Aircraft Disposal Company, Ltd., did not purchase the stock direct, but is taking over the benefits and liabilities from the actual purchasers. The various R. A. F. stores, such as Wilford, Milton, Castle Bromwich, etc., are, apparently, to be taken over as going concerns, and will be used as stores by the A. D. Co. Ltd. The Disposal Board itself has sold a good many machines during the year, but they have all been sold at the wrong, low or bad. The A. D. Co. Ltd. proposes to rebuild machines where desired and sell them with an airworthiness certificate after they have been duly inspected officially. There are also many brand-new machines for sale.

It will be remembered that from time to time for many months past this paper has argued that the Disposal Board, as a Government Department, was incapable of handling this business, and has even suggested that the Aircraft Industry itself should form a co-operative selling organisation to get rid of the Government's surplus air stock, or alternatively that an enterprising syndicate should tackle the job. It is high testimony to the business ability of Mr. Handley Page that he should have been able to form such a syndicate, for one believes that he was the prime mover in the whole affair. Who the other members of the original syndicate may be one does not pretend to know but one has an idea that one of our big banks is also concerned. Be that as it may, the deal strikes one as being a very sound scheme.

A NATIONAL BENEFIT. It is, in fact, much more than a clever business deal; it is a

national benefit, for it will do for the aircraft industry as a whole more than any Government Department could possibly do. Other countries have sent well equipped aviation missions to foreign countries to advertise the excellence of their aircraft. Very properly, one thinks, the British Government has refused to do anything of this nature. It is no part of the job of an officer and gentleman to act as a commercial traveller for any industry, however vital that industry may be to a nation's welfare. Also, the officer in general, least of all the flying officer, is little calculated to be a good salesman or business man. Apart from which, a plain business man, devoid of any service connections, can conduct a business operation with a freedom of method which would be impossible to an officer or to any other Government official. Therefore it is all to the good that the British nation's stock of aircraft material should pass into business hands, so that it may be sold promptly.

One imagines that the syndicate who bought the stock and formed the A. D. Co. Ltd. with a view to disposing of it, and not in many unscrupulous motives of patriotism. At any rate, they may have been inspired by the idea that the best thing for the future of the Aircraft Industry, and so for the benefit of the British nation, would be to clear out all this surplus stock and start commercial aviation with a clean sheet, free from the threat of Government dumping obsolete machines on a market made by the industry. But if they had been altruists of the highest type inspired by the finest patriotism they could not have done anything more likely to do harm to the industry than to buy up the surplus stock.

The syndicates will go on all over the world and buy up surplus stock and other aircraft material which will be sold at the same terms as the other aircraft material which becomes surplus during the next two years. It appears that the deal was completed at the end of last week, and that the Aircraft Disposal Company, Ltd., did not purchase the stock direct, but is taking over the benefits and liabilities from the actual purchasers. The various R. A. F. stores, such as Wilford, Milton, Castle Bromwich, etc., are, apparently, to be taken over as going concerns, and will be used as stores by the A. D. Co. Ltd. The Disposal Board itself has sold a good many machines during the year, but they have all been sold at the wrong, low or bad. The A. D. Co. Ltd. proposes to rebuild machines where desired and sell them with an airworthiness certificate after they have been duly inspected officially. There are also many brand-new machines for sale.

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WORLD SHORTAGE OF PAPER.

SIR R. HORNE QUESTIONED.

In the House of Commons recently, Sir Robert Horne, President of the Board of Trade, questioned by Sir R. Cooper (N.D.P.—Walsall), said he was aware that in consequence of the great demand and the general shortage of supplies of paper-making materials throughout the world, prices had risen everywhere to a very high level, and that users of newsprint, in particular, were anxious as to their future supplies.

At present, however, he did not see what action the Government could usefully take to ameliorate the situation, which was entirely due to economic causes. He understood that waste-paper merchants were experiencing some difficulties in disposing of waste paper to paper manufacturers. He was not aware of any monopoly as regarded the supply of any qualities of paper.

THE PRICE OF NEWSPAPERS.

The *Evening News* and the *Standard* have announced that their price will be advanced from 1d. to 2d.

The *Observer* says: "In all countries the paper famine has led to a rise in the price of newspapers. The increase during the last two months amounts to no less than 2d. per pound, or over 25 per cent. There is here any prospect of reduction in sight. On the contrary, the best available information points to a still greater scarcity for many months to come. It is not too much to say that no other industry has been so hardly hit in the cost of its primary raw material."

The *Daily Post* says: "Today, the price of newsprint is 64s. per pound, as compared with 54s. a year ago and about 44s. in 1913. The highest controlled price during the war was 44s."

and climb to popularity and prosperity with the aid of its millions. There is at any rate opportunity.

A MATTER OF FIGURES.

One has no authentic information concerning the amounts involved. It is said that the Surplus Stock cost the nation £100,000,000. One is inclined to think the cost was nearer £150,000,000. It is stated that the price paid to the Government is £1,000,000 over and above which the Company is to pay the Government 50 per cent. of the profits derived from the sale of the stock. There seems to be work here for experts in the operation of the Excess Profits Duty Regulations. The Company bears all costs of storage, handling, insurance and so forth. In fact, the 50 per cent. due to the Government may mean anything or nothing.

It is said that there are something like 20,000 aeroplanes and 40,000 engines for disposal, but one would not care to base any calculations on these figures. It would in fact be worth the Company's while to issue a statement saying how many machines and engines of each type are to be had. In any case, it is a very big deal, and a deal which for good or evil is likely to have considerable effect on the future of aviation all over the world. Personally one hopes and one believes that the effect will be wholly salutary, and that the Aircraft Industry will live to bless the name of Frederick Handley Page for having led it out of the House of Bondage, as represented by the continual threat of a Government dump of surplus and obsolete aircraft.

NEW ADVERTISEMENTS.

THEATRE ROYAL HONGKONG.

FAREWELL TO-NIGHT.

MARIE TEMPEST

Mr. Graham Browne and the entire "Tempest" Company will present W. Somerset Maugham's Comedy

MRS. DOT

BOOK AT MOUTRIE'S POPULAR PRICES. LAST NIGHT.

NOTICE.

THE SHELL TRANSPORT & TRADING CO., LTD.

According to telegraphic information received from London, The Shell Transport & Trading Co., Ltd. have declared a dividend of 5 per cent. on the ordinary shares of the Company, payable on the 31st July, against Coupon No. 34.

The Company is making a new issue at par of one share in two. For new shares Coupon No. 35 must be surrendered to Lloyd's Bank, 39, Threadneedle Street, London, to claim rights and that coupon will not be usable for dividend purposes.

FOR THE ASIATIC PETROLEUM CO. (S.S.) LTD. N. L. WATSON.

CHOLERA IN KOBE

PREVENTIVE MEASURES IN THE HARBOUR.

Five new cases of cholera (the aggregate number since the outbreak reaching 13) are reported to have occurred in sailing ships and lighters in Kobe harbour on the morning and afternoon of the 21st instant. The Municipal and Prefectural disinfection corps going the rounds found that the wife of one of the crew of the *Kochira-maru* (sailing ship) moored at the Kyobashi Bridge was ill on the morning of the 21st instant, with choleraic symptoms. Another patient was a man of the *Goshu-maru* (a lighter) owned by the Nagasawa firm, of Kaigun-dori, 6-chome, moored at the Jiten-bashi pier, and yet another the wife of one of the crew of a lighter of Kobe Nakagumi Company, which was moored at Bentenbashi. In addition to these cases two other lightermen in the vicinity of the Tokyo Soko Godown at Takahama in Kobe harbour and the Mitsubishi pier were also found to be similarly attacked.

A disinfection official of the Home Department, and an expert of the Metropolitan Police came down to Kobe on the 21st instant for close inspection of the harbour. On the 21st and 22nd instant 279 vessels and 545 seamen underwent examination, many seamen having been isolated. The disinfection authorities have poured fifteen cans of petroleum into the water in the affected zone, and many more cans are to be similarly used. The Kencho Health authorities are now arranging for a supply of anti-choleraic injection from Tokyo.

In Osaka eighteen disinfection parties have been organised for the 21st instant, and the use of boiled water is strictly prohibited.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 24th. June, 1920, commencing at 11 a.m. at Peak Tai Cheung God. wn. West Point

(for account of the concerned) 700 Bags Tonkin Rice (stored in the above godown) 700 Bags Tonkin Rice (stored in Po On Godown, West Point)

200 Bags Tonkin Rice 135 100 (stored in the China Provident Loan & Mortgage Co's godown, West Point)

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

CONSIGNEES

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM EUROPE AND STRAITS.

THE COMPANY'S STEAMSHIP

"DURBAN MARU"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on a less instructions are given to the contrary before Noon, today.

Goods not cleared by the 30th June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 23rd June, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

NOTICE.

G. R.

Licences for vehicles and their drivers are renewable on July 1st, 1920 as follows:— All motor vehicles, Motor vehicle drivers, trucks, carts, and vans. Regulation embossed number plates for all motor vehicles will be ready for issue on the 1st proximo, costing \$2.00 per set. They will be issued with the vehicle licence.

P. P. J. WODEHOUSE, Captain Superintendent of Police, Hongkong, 21st June, 1920.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, JUNE 23rd —

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, JUNE 26th —

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 27th —

ORCHESTRAL CONCERTS DURING Tiffin and AFTER-NOON.

FLYING—SUNDAY, June 27th.

(Weather permitting)

TICKETS for flights and full particulars may be obtained either at the Hongkong Hotel Main Office or at Repulse Bay Hotel.

J. H. TAGGART, Manager.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 25th. June 1920

Commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture.

Comprising:—

Teak dining table & chairs, tapestry covered couch, easy chairs, Nikko carved corner couch & table, Japanese water colours, engravings, carpets, rugs, dinner service, cutlery, glass & electroplated ware, etc., etc.

Teak & iron double bedsteads, teak wardrobes, dressing tables, washstands, etc., etc.

Also

1 Side Car for Motor Cycle

15 Electric Table Fans (new)

And

A Quantity of Valuable Books & Novels

On view from Thursday, the 24th. inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

FOR SALE.

FOR SALE.—Abergeldie, 136 Peak. Apply 135 Peak.

FOR SALE.—One Teak composite built Steam launch, in excellent condition 70 ft. x 13 ft. x 8 ft. (4-brushed). Compound surface condensing engines - 10" x 20" x 12" stroke. Multitubular boiler 7' diameter x 8' long. W.P. 125 lbs. Speed about 11 Knots. Recently thoroughly overhauled and surveyed. Apply Box 376 c/o "Hongkong Telegraph."

NOTICE.

The Office of the Consul for Chile is now open at No. 1 Wanchai Road.

PUBLIC AUCTIONS.

Messrs. Lammert Bros. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an

Order of the Court

By

PUBLIC AUCTION

on

MONDAY

The 28th. day of June 1920

at 3 o'clock p.m.

— IN ONE LOT

At their Auction Rooms, in Duddell Street

The ship is a British ship registered at Hongkong of 5206 tons Gross and of 3350.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For Further particulars, Apply to

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, or to

Messrs. LAMMERT BROS., the Auctioneers, Duddell Street.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 25th. June 1920,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street.

4 Electric Ceiling Fans 100 volts 60 cycles

On view Now.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

MUSTARD & CO.

HERRING-HALL-MARVIN SAFE

THE STANDARD SAFE OF AMERICA

TEL. NO. 1186

WATER RETURN.

Map Storage of water in the Hill District WATER WORKS LEVEL.

System	1919	1920
Typhoon	45.11 Below	15.4 Below
Typhoon	26.3 Below	21.7 Below
Typhoon	Level with	Level with
Typhoon	45.11 Below	15.4 Below
Typhoon	26.3 Below	21.7 Below
Typhoon	Level with	Level with
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

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MAKERS OF RECENT HISTORY.

JOURNALIST'S MEMORIES OF FAMOUS MEN.

Interesting and intimate studies of history-makers during the war in which they played a part form the principal chapters of Mr. Isaac Marcossion's book "Adventures in Interviewing," Lane, 16s. net.

Foch, Pershing, Haig and French—the military chiefs are all here, with Lloyd George, Clemenceau, and the other great civilians with whom they worked.

Of Mr. Lloyd George there are many interesting pen-pictures. To get a talk with him Mr. Marcossion got permission to accompany him by train to Bristol, where he was to make a speech.

"When he got on the train he had not written his Bristol speech," he was to deal with the whole organization of the Ministry of Munitions and its relation to labour.

"He did then what he has always done. He took four experts with him. Like an animated human sponge he absorbed the very wellspring of their knowledge and experience on the way down. Throughout that two-hour journey Lloyd George bristled with questions. Occasionally he took a note."

"In the Town Hall of the historic little city he spoke with an ease, authority and fluency that gave his hearers the impression that he had been engaged in munitions all his life, and never expected to do anything else. It was just one other evidence of the man's genius of assimilation."

AN UNFORGETTABLE SCENE. After discussing many of Mr. Lloyd George's great triumphs, Mr. Marcossion comes to what he describes as "his largest spiritual hour—an episode that the world, with its usual disregard for such things, has overlooked in the contemplation of his spectacular performances." It was at the death of his uncle in the spring of 1917.

"Lloyd George was in the throes of one of his many crises. Downing Street was a smouldering volcano. Italy, France, Russia all clamoured for the war and service of the little Welshman who had made himself such an indispensable first aid to the conduct of the war."

"Overnight Lloyd George suddenly dropped out of this maelstrom of events, and made a pilgrimage of affectionate remembrance to the bier of the old man who had saved his childhood from poverty, and perhaps worse. Richard Lloyd was laid to rest in the little cemetery at Crickethill. In that simple rural community they called him the cobbler of Crickethill."

"The day of the funeral was grey with barries of rain. In the east brooded the crags of Snowdon. You could hear the boom of the sea in that secluded churchyard, where an unforgettable scene was being enacted. Bare-headed in the rain, with his long white hair playing in the wind, the then most outstanding English-speaking figure, and Britain's hope in the war, stood at the grave of a village shoemaker."

Of Earl Haig, a vivid little picture is sketched. It is at G.H.Q. at Tramecourt:—"Night had fallen over that old chateau, and with it a deep and brooding silence. Yet less than 50 miles away guns roared, and the torrents of death rushed unrestrained. The office of the Commander-in-Chief was soft in a mystic half-light. At one end the fire blazed. Over the relief map of the Somme leaned the Commander-in-Chief, studying the red, blue and green lines that indicated the opposing armies locked in stupendous struggle. As he stood there

a solitary figure, his hand on the map, he looked a master of fate standing at the checker board of human destiny."

A FATIGUE BATTLE. Over the dinner table one night, Lord French, in multi, at his own house in London, told a dramatic little story to Mr. Marcossion, who writes, "Here it is as I recall it."

It was the night of September 5, 1914, and the eve of the first battle of the Marne, which decided the fate of the world.

Accompanied by three staff officers, one of whom was with us that evening at dinner, French had reached an old inn not many miles from Paris. He had not slept for 50 hours. To his chief of staff he said, "I am going to take a little sleep. Under no circumstances must I be disturbed."

After what seemed to him a few moments there was a loud rapping on the door. Opening it, with a vigorous protest at being roused, he found one of his officers, who said—

"General Joffre is below, sir, and desires to see you."

The British Commander-in-Chief descended to the dingy main room of the cafe. Wrapped in his blue cape stood "Papa" Joffre, with only one aide.

"I have decided to take a stand. Here is the plan," said the Frenchman.

On a wine-spattered table, and by the light of a guttering candle, Joffre unfolded the plan of the engagement that ended the Kaiser's dream of conquest for ever.

I doubt if the whole drama of the war presented a scene more striking than the spectacle of these two chieftains seated in that shabby room of an obscure country tavern on the eve of one of the world's epic events.

THE TIGER AND THE LIONS. Clemenceau is reported as delighting to tell this story in connection with General Diaz, head of the Italian armies, who, in pleading for French reinforcement, invariably referred to the Austrians as "terrible lions."

"The German employed several Australian Divisions on the Western front during their last desperate effort to break through. One day in August Foch captured several regiments of Austrians. Clemenceau immediately sent the following telegram—Foch has captured 5,000 of your terrible lions. What shall we do with them?—Sincerely yours, Tiger."

Besides war notabilities, Mr. Marcossion has much interesting gossip of well-known men in all departments of life, whom he has met on both sides of the Atlantic. Barrie told him the origin of the name "Wendy," which is now world-famous in "Peter Pan."

W. E. Henley had a beautiful little daughter with whom I became great friends. She could not pronounce my name but she once heard her father call me "friend," so she began to call me "Wendy," which was the nearest she could get to the word "friend." Soon afterwards she died. She is the original of Wendy.

One would like to quote many of these interesting glimpses and stories of H. G. Wells and Arnold Bennett, of John Galsworthy, Hugh Walpole, and Israel Zangwill, of O. Henry, Mark Twain, and many another. But the book is one for all who like pleasant and good-natured gossip to read from cover to cover.

READING THROUGH THREE HANDKERCHIEFS. A competition for blind readers was recently held at the offices of the National Library for the Blind. So sensitive is the touch of certain Braille readers that they were able to read the embossed dots through three handkerchiefs.

ART OF DANCING.

HOW TO GRIP YOUR PARTNER.

There was a touch of old-world grace about the conference of teachers of ball-room dancing held at the Grafton Galleries, Bond-street, recently.

Teachers assembled, at the invitation of Mr. P. J. S. Richardson, editor of the *Dancing Times* to consider artistic improvements and, incidentally, to protest against what has been called "Bolshevist dancing" in the ball-room. Such dancing, said Mr. Richardson, would continue as long as pupils came with the intention of learning, not the art of dancing, but one particular dance. He added that harm was done because there are so many bad dancing teachers.

The practical outcome of the conference was the appointment of a committee to go into the vexed question of which steps are and which are not permissible in the ball-room. This committee will meet during the summer months, and before the next dancing season begins in earnest its members will be expected to evolve rules and suggestions, observance of which will give the ball-mark to procedure in well-conducted British ball-rooms.

LITTLE ET CETERAS. Apparently there is much more in dancing than meets the casual eye.

One mistress of the art, who proclaimed herself as belonging to a family with long traditions as teachers of dancing, urged that modern teachers are apt to forget the little et ceteras—department, how to carry the arms, and above all, how to achieve quietness.

"People came to my father-in-law," she proudly proclaimed, "to learn as much as anything, how to dance quietly."

"There is only one way to look like a lady," said the same authority, speaking slowly and quietly, and handling her long nettie with deliberation, "and that is to be quiet. I don't know what dances we are to have next, but I do hope they will be quiet ones."

NEED OF A REGISTER. There were many proposals for the formation of a professional register, to exclude the unqualified.

"Eleven boys and girls taught by me last year are this year professors of dancing," said an indignant teacher from the North; and another speaker asked his fellow-professors to listen to him seriously as he had already made a fortune at the game.

Many of the teachers thought that what was wrong with dancing was the music. There were arguments for and protestations against modern ways of holding the dancing partner.

M. Maurice, the well-known professional dancer, who gave a display of new steps, with Leonora Hughes as partner, criticised some of these "grips." He showed how they are done and how they ought to be done.

ARM ROUND THE NECK. Some of the teachers did not care for his criticism, but others agreed with him.

"One of the objectionable things is when a lady puts her arm round her partner's neck," said one stickler for old-fashioned methods. "I don't like it."

"I noticed as soon as I came from America," said M. Maurice, "that London dancers were wrong in two particulars. In the first place, the man holds the girl about the waist or side instead of between the shoulder blades; and secondly the time of your music is wrong, and it is impossible for you to obtain perfect rhythmic movement."

M. Maurice suggested that the steps of the fox-trot and the one-

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HONG KONG.

HARBOUR REPAIRS
Can Flag "L"

Sole Agents for
"NELVIN MOTORS."

Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works Tel. K.31.
Manager Tel. K.329.
Harbour Engineer Tel. K.130.
Works Super. Tel. K.410.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"PERSIA"

From TRIESTE, PORT SAID,

ADEN & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given

WATSON'S PRICKLY HEAT LOTION

PRICKLY HEAT POWDER

an infallible remedy—immediately relieves
the irritation & effects a speedy cure.

A.S. WATSON & CO., LTD

THE HONGKONG DISPENSARY.

Phone 16.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

MARRIAGE

SANDES—HUME.—At Vancouver, on 19th June, C.L.C. Sandes, of the Mercantile Bank of India, Ltd., Hongkong, to George Helen, daughter of Horace G. Hume, of Langara, Vancouver B.C. (By cable).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 23, 1920.

THE IRISH IMPASSE.

Ireland has been looming largely in the news of the past two or three days. Unfortunately, the news has been of the discouraging type. Not a word have we heard lately about the Home Rule Bill or of really concerted efforts to bring about a settlement of this long-standing question, but the news has all been the other way: how there has been more serious trouble and how the railwaymen have set their powers of organisation against the Government. The story told by Reuter yesterday of the fighting in Londonderry was really serious and should help to drive home to all the urgent necessity that exists for a reconciliation between the rival factions. The latest developments in the situation are of such importance that it is worth examining them for a while.

When crime broke out so dangerously a few months ago the Government did not act with the stern hand that the facts of the situation warranted and the consequence was that crime was encouraged and practised by the more advanced sections of Irishmen—those who declare that nothing but an Irish Republic that has nothing whatever to do with England will satisfy them. It was not until quite recently that the Government adopted sterner measures and to-day Ireland is an armed camp for English soldiers, and the Irish people themselves are being made more and more antagonistic because of the lack of really sensible local handling of these rebellious outbursts. But a few days ago the Irish railwaymen came into the picture by refusing to work any trains carrying troops or munitions. Their sympathies may be for Irish freedom, just the same as ours are, but we think they made a mistake in making the position of the Government more difficult. The situation of railwaymen that waited on Mr. Lloyd George proposed to him that the Government should cease sending troops and munitions and that in return the railwaymen would appeal to the Irish people to suppress crime, violence and outrages and that during the truce the British and Irish Trade Union Congress would meet with a view to finding a permanent solution of the Irish question. The attitude of the Government towards that deputation was distinctly encouraging and conciliatory, but we hope that there will be no weakening of the policy to enforce law and order wherever possible. Of what effect the appeal of the railwaymen will be as regards the suppression of crime it will be interesting to see, but we are not very optimistic because we think that the present conditions of affairs has gone beyond the stage when appeals will do much good. We liked Mr. Lloyd George's declaration that the Government would never agree to an independent Irish Republic unless absolutely beaten to the ground, and we also liked his comparison between Lincoln's position and his own. After all, why should Ireland be given an independence when it would mean that big minorities within her borders would in all probability be treated with but scant legislative justice? It is England's duty in conceding Home Rule to give justice to all parties and it is the intense care which has been taken to secure this that has caused so much of the delay and so much of the rebellion against delay. We believe that the British Government heartily desires a just and quick settlement, but all through the piece it has experienced hindrances and not help. Some Irishmen themselves are hindering because they will tolerate nothing but the whole of their wild demands and because they join in a futile, wasteful and totally negative opposition to authority. Ireland can and will govern herself but she ought never to be given an independence that will make her no longer a part of the British Empire. The Government seems determined on that and we venture to think that it has practically the solid weight of public opinion behind it.

The threat that Mr. Lloyd George gave to the railwaymen that he would close the whole of the Irish railways if the men further refused to carry troops and munitions should do much to convince the men of the reality of the Government's determination. Such a stoppage would cause a most serious situation, the responsibility for which would rest on the railway workers. There is the principle involved that no section of workers should be able to coerce the State—a principle that should be vigorously upheld. Just how and when this Irish problem will be settled is hard to say, but we almost begin to see the end because it must be getting very apparent that the Government is determined to have its way. And it is only by determination that a settlement can come.

NOTES & COMMENTS

HARBOUR MOORINGS.

We begin to wonder occasionally what the members of the Chamber of Commerce who once so vigorously opposed the harbour moorings scheme now think of the venture. The Government proposal, so keenly urged by Captain Basil Taylor, was judged as a complete failure by many of our shipping people, who probably had axes to grind, but from every standpoint it has justified itself. Vessels entering the harbour now get definitely assigned to certain buoys, and there is no longer the anomaly of the better moorings lying idle whilst big ships have to make the best of what is left for them. From the purely financial standpoint, too, the scheme is proving a source of revenue to the Colony. The total revenue secured last year from these moorings came to over \$59,000, which is about \$10,000 better than the previous twelve months, and as the upkeep came to \$36,000 odd, there was a balance in hand of over \$33,000. The demand for more buoys is growing, too. Last year, five new ones were laid down, and it is expected that more will soon have to be provided. As we say, the scheme has in every way justified its inauguration, and, best of all, it brings order into an important sphere in which a deal of chaos prevailed before.

PASSENGER RATES.

There has been considerable comment locally on the reports coming from the Straits regarding substantial pending increases in the P. and O. passage rates. It is definitely stated in one paper that a single first-class fare from Penang to London is in future to cost £114, instead of £80, whilst the second-class rate will be £30 as against the previous £24. Moreover, return tickets are to be issued, not on the old basis of a fare and a half, but at the rate of a fare and three-quarters. We have enquired locally whether there is any knowledge of what the rates between Hongkong and London will be, but the P. and O. people tell us that they have no information regarding increased charges. That we cannot understand, as it is inconceivable that rates between Penang and London should be so largely increased whilst those from Hongkong remain the same as at present. If there is any revision made, and the figures approximate those quoted above, the increases will be felt by many firms and individuals. We are conscious, of course, that it costs far more to run ships nowadays than it did in pre-war times, but passage rates have fairly well kept pace with the rise in operating charges. The old rates will probably never come back, but few people expected to see such advances on present charges as are now foreshadowed by the Straits papers. The worst of it is that when one Company begins putting up rates, others follow. Judging from the figures given in the half-yearly report of the N.Y.K. which we published yesterday, that Company has been having a most prosperous time, for its net profits come to over twenty million yen, it is paying dividends amounting to forty per cent, and some three million yen are carried forward. When Companies make such a good showing as that, it becomes difficult for the public to understand the reason for big increases in fares or in freights.

GERMAN DISARMAMENT.

People who do not want to see fresh trouble with Germany will have read with satisfaction the decision of the Allies to insist on the terms of the Peace Treaty in regard to disarmament. This is one of the issues concerning which the Germans have been putting every obstacle in the way of the Entente. In fixing the limits as they have done, the Allies have had due regard to Germany's necessities so far as the preservation of internal order is concerned, but the Germans want more troops than are allowed, and that is where the danger comes in. As we have said before, the Old Gang are not quite done with yet, and it is for the Entente Powers to see to it that the disarmament terms are promptly and effectually obeyed. If concessions are made, the only result will be a fresh crop of troubles. Let's do the job properly while we are about it.

DAY BY DAY.

PEOPLE OFTEN PROVE TO DESERVE WHAT THEY INWARDLY ENVY.

To-day is the 36th birthday of H. R. H. the Prince of Wales.

The French cruiser D'Estrees has arrived from Vladivostok.

There was one fatal case of plague notified yesterday, the victim being a Chinese.

By the Empress of Russia there travels Mr. W. Dunbar, the flour merchant. He expects to be away from the Colony for some six months.

For the information of Peak Club members, we are asked to state that the Cinema Entertainment provisionally arranged for Thursday next has been cancelled.

A fine of \$1,000 or, in default, three months' hard labour, was today inflicted on a Chinese girl who was arrested after a search by the Police at her house at Birch Street which resulted in the discovery of 87 tael of dross and 18½ tael of prepared opium.

The members of the staff of the Eastern Extension and Australasia Telegraph Co., on Monday afternoon gave a reception and tea at Wiseman's Cafe in honour of their popular Assistant Superintendent Mr. A. Betts, who is on transfer to the installation at Manila where he will be superintending Mr. Betts leaves on Friday by the Tanco Maru.

For the convenience of the public attending the performances of the Humphrey Bishop Co., at the City Hall, Messrs. Wiseman are supplying iced drinks, ice cream and other light refreshments during the interval in the ante room and verandah at the side of the Dress Circle. Seat-holders from any part of the house are allowed to avail themselves of this convenience, but no refreshments will be served in the auditorium.

The West Point Police have succeeded in tracing the sampan which was used in the piracy on a hawker's boat on Saturday night. The boat was found at West Point and after a search which led to the discovery of several of the stolen articles, concealed in it, the master was arrested, and on his identification by the victimized hawker, was formally charged before the Court this morning. The case was remanded, on the application of Inspector Willis.

A few days ago the Police took two Indians before the Magistrate, and had them fined for failing to register themselves under the Registration Ordinance. To-day another of these unfortunate men had to pay out \$5 for the same offence. Mr. N. L. Smith, who tried the case, enquired of Mr. Burlingham, the A.S.P., whether registration was a war measure, and the reply was in the affirmative, with the added information that it was still in force. The man brought up this morning pleaded that he did not know that such registration was required of him and when he did come to know, it was too late.

Knives are being frequently used on the least provocation by Chinese law-breakers. Detective Sergeant Murphy stated at the Police Court this morning before Mr. N. L. Smith, when he charged a Chinese new-boy with cutting and wounding a Sanitary Board coolie with a knife. It was stated that the parties suffered from jarred feelings in consequence of a difference over a game of cards, and that the new-boy on Sunday night called on the other and slashed him with his knife. Two cuts were inflicted, one on the chest and the other on the elbow, which were considered sufficiently serious to warrant the man being sent to Hospital. The prisoner was sentenced to six weeks' hard labour by the Magistrate.

M.C.C. TOUR IN AUSTRALIA.—The M.C.C. tour will open in Western Australia on October 13 and finish in Adelaide on October 15, 1921. Two of the test matches will be played in Melbourne, two in Sydney, and the remaining one in Adelaide.

AVIATION NOTES.

[BY "METEORITE"]

The completion of the Rome-Tokyo flight by the two Italian aviators, Lieutenant Masiero and Farrarin, marked another achievement in the advancement of aviation and it now remains to be seen if the results obtained will be utilised in the inauguration of regular freight carrying services for the benefit of the countries concerned. Many difficulties existing in an imperfect knowledge of the route as well as frequent engine troubles had combined to retard the progress of the flight and the time eventually recorded at Tokyo was not startling.

In this flight, as in the other notable ones between England and Australia, and between Cairo and the Cape, the fact was again indicated that engines have not yet been designed which could stand the strain of a continuous journey across the lengths of two continents. Certainly engine troubles were frequent, but it was not a fact that when trouble developed, it was impossible owing to the elementary state of this air route, to obtain spare parts at each halting place and so keep the machines continually in commission? It is usual in all kinds of transport to have depots where repairs can be effected but in this instance these facilities could not exist unless the route is definitely open for traffic.

To the gallant men who carried out the flight to a successful conclusion our compliments are due, not so much for the success of their endeavour as for the dogged pluckiness which had made it possible of attainment. As has been remarked, over a route fraught with all the obstacles which confront the pioneer, the flight was not one of plain sailing, or rather flying, and when one thinks of the frequent annoying engine troubles they experienced one has to realise that patience was another virtue required of those brave fliers.

Weather permitting, Captain Ridon hopes to give another of his popular flying exhibitions at Repulse Bay this Sunday. As to the service he extends to inaugurate between Hongkong and other ports, he states that he will give a definite announcement very shortly, as soon as he has completed a few more arrangements.

The new Handley Page aeroplane wing, reference to which was made in a recent Reuter's message, was recently tested independently by the National Physical Laboratory and the results confirmed all the claims for the invention made by the Company. The influence on aviation of this new discovery will, it is anticipated, result in an important reduction in the size of aircraft and a resultant decrease in the cost of running expenses. Machines will be able to land at speeds considerably less than at present, small aerodromes will be required and landings will be possible in small fields in case of necessity. The invention should eventually result in a considerable decrease in freight and passenger rates, apart from the fact that it should render it possible, in the near future, to produce small aeroplanes at a price comparable with that of a two-seater car. Our local Aero Club, take note!

THE M. C. L.

YESTERDAY'S MEETING.

The general meeting of the members of the Ministering Children's League was held yesterday at Government House and was well attended. The chair was taken by Lady Stubbs.

It was decided that in future the work of the Society should be carried on under the name of "The Hongkong Women's Guild and Ministering Children's League."

The Executive Committee for the ensuing year was elected and by-laws for the internal management of the Society were passed.

The Executive Committee were empowered to take the necessary steps for organising the Annual Fete to be held in October next, and details of the same will be published at an early date.

This concluded the business of the meeting.

CORRESPONDENCE.

(To the Editor of the "P. & O. Telegraph.")

THE CATAPULT NUISANCE.

Sir,—Lately, some grown-up boys or school boys from the upper level, near the St. Joseph's College and in the vicinity of Mosque Junction, Mosque Street and Robinson Road, have shown a nasty habit of hitting freely anything they may come across with catapults, for fun's sake. I have personally seen them using the instruments with big lumps of stone chips or marbles to hurt poor dogs and cats. Children ought to be taught by their parents or masters not to commit such mischief.

Further, if this bad practice is not put an end to they may hurt little children who may be playing outside the streets. These instruments, with the strong elastic power of the India rubber, are quite liable to damage the eyes of children. Parents or guardians should restrain their children from committing mischievous acts and the Police should take immediate steps to prevent this evil.

Yours etc.,
F. S. W.
Hongkong, June 22, 1920.

BURGLAR'S FALL.

In attempting to break into a house in the Western district, a Chinese burglar met with an accident which now leaves him in a dying condition at the Government Civil Hospital.

The burglar climbed up a waterspout in order to enter the verandah of the second floor of No. 136, Queen's Road West. The ledge outside the verandah gave way under his weight, and he fell from a height of 32 feet into the street.

The Police, on being summoned to the house, had the man removed to the Hospital at 4 o'clock this morning, his condition being held to be grave.

SEAMEN'S HOURS.

DEMAND FOR IN LUSION IN NEW BILL.

The Seafarers' Joint Council, which represents all classes of seagoing workers, from captains to stokers and stewards, has issued a detailed reply to the recent pronouncement of the Shipowners' Parliamentary Committee against the inclusion of the shipping services within the Hours of Employment Bill. It is pointed out that, while it is perfectly true that the conditions of employment at sea are to some extent peculiar, the bill provides for ample elasticity in dealing with its special problems, and can be applied to seamen with no greater difficulty than, say, to shift workers in a "continuous process" industry or to agriculture.

Like the agricultural workers, the seamen are fully prepared to meet their employers under the bill to discuss the detailed arrangements which will have to be made in order to meet the special circumstances of their calling; but they refuse to acquiesce in being left out of a bill which, they hold, was intended to apply, and is fully applicable, to them. They quote the expression of opinion agreed to by the Washington international Labour Conference in favour of a 48-hour week for seamen, and point out that the Government representatives, acquiesced in this resolution. On its international side, the whole question of the seamen's charter, including hours of labour, will have to be thrashed out at the International Seamen's Conference, which is to meet at Genoa on June 15, under the auspices of the International Labour Office. This, however, is held to be no reason why the Government should not at once agree to the inclusion of seafarers in the Hours of Employment Bill, which is now being redrafted so as to include agricultural workers, and is expected to be reintroduced into Parliament as soon as it is ready.

It should be noted that the Shipowners' Parliamentary Committee has publicly withdrawn its statement, contained in its original manifesto against the inclusion of seamen in the bill, that the trade union side of the Industrial Conference Committee had agreed to their exclusion. So far from having agreed, the Committee has throughout maintained its refusal to accept the Government's view that seamen should be left out of the bill.

TO MISCELLANEOUS.

Despite its iron-sparred one evil eye, the country is so much improved just now. No person has been seen there for years. The last conducted its final affairs upon the spot of gold and silver currency. The return to specie payment at first rather handicapped the trade, but eventually the result was from proved most beneficial. Since 1916 the value of the average daily output of gold has been 150,000, and these are immediately put into circulation.

Colonel Pretzman—N. who appeared in the House of Commons recently wearing of overalls, the official uniform of the M.P. Classes Union, has established precedent his fellow-members may find it difficult to sustain without embarrassment. For may be argued that the M.P. who has made himself spokesman for a particular cause or grievance must wear the appropriate uniform. It opens up possibilities of miners' members arriving in pit garb complete with pick or an advocate of busmen's rights coming prepared to "punch in the presence of the passenger."

The exhibition of writing in the 15th century—Court and Ecclesiastical style—recently held at the Arts and Crafts School in Southampton-row, serves a useful purpose, but it is not likely to lead to a wide revival of careful penmanship. There are too many substitutes. The boy or girl, after acquiring a clerkly hand, takes to shorthand and the typewriter. And the higher the level opportunities of writing. The busy business man uses the dictaphone, and his secretary does a stamp for the signature. The head of a firm, whose writing is now often illegible, will, in course of time, forget how to sign his name, and will perhaps have to make his mark to legal documents.

How many clerics are there who do not envy that strength of mind which has induced Principal Garvie, the new chairman of the Congregational Union, to announce in anticipation that no one need asked him to attend garden parties or bazaars? It is a "revolt" that may spread rapidly. Here and there a few old spirits have made similar declarations. The Bishop of Exeter is also not a "bazaar man" (in the English sense), and one or two members of Parliament have taken the same stand, though for the present organisers of these things need not fear a total absence of "openers." Royalty still does its duty unwearingly in this as in other respects.

Some delightful touches of biography were given by the late W. D. Howells in his description of Longfellow's Dante Club. "I was silent, partly because conscious of my youthful inadequacy, and partly because I preferred to listen. But Longfellow always behaved as if were saying a succession of edifying and delightful things, and from time to time addressed himself to me, so that I should not feel left out." It must have been glorious to sit at a table where Holmes sparkled, and Lowell glowed, where "you did not miss Field's story or Tom Appleton's wit" for the greatest of them all was content to appear no greater than any, including the junior, W. D. Howells.

When Welshmen differ on the pronunciation of Welsh place-names, who shall agree? There was an amusing revelation made in the coal debate in the House of Commons recently. Acting under inspiration from the member, Mr. Brace, the House had been led to speak of the new Aberllynnydd division of Monmouthshire as if it rhymed with "Inverary." This revelation to what may be regarded as Celtic correctness was checked by Sir Evan Jones. "It used to be called Aberllynnydd," he remarked pronouncing the name so as to rhyme with "artillery," and it is only since it has had the honour to be represented by the right hon. gentleman (Mr. Brace) that it has received the more euphonious pronunciation." Mr. Brace heard the revelation and smiled, but he made no protest.

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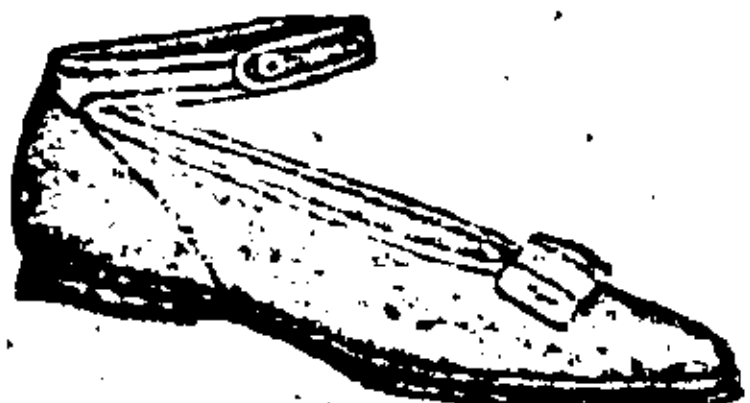


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CITY CHURCHES.

NINETEEN TO COME DOWN.

As recently fore-shadowed the City Churches Commission appointed by the Bishop of London has put forward very drastic proposals, involving the removal of 19 City churches, whose capital site value alone is quoted on high authority as worth £1,595,620.

The list of churches to be removed if the recommendations are adopted are as follows:—

All Hallows, Lombard-street.
St. Botolph, Aldgate (ex. Tower).
St. Clement, Eastcheap.
St. Magnus the Martyr (ex. Tower).
St. Mary, Woolnoth.
St. Alban, Wood-street.
St. Botolph, Aldersgate.
St. Mary, Aldermanbury.
St. Nicholas, Cole Abbey.
St. Vedast (ex. Tower).
All Hallows, London Wall.
St. Katherine Coleman.
St. Dunstan in the East (ex. Tower).
St. Mary at Hill.
St. Michael Cornhill (ex. Tower).
St. Anne and St. Agnes.
St. Dunstan in the West (ex. Tower).
St. Michael Royal (ex. Tower).
St. Stephen, Coleman-street.

The Commissioners were Lord Phillimore, Bishop G. F. Browne (secretary), Arch. E. E. Holmes, Lord Hugh Cecil, Sir William Collins, Sir Rowland Blades, Mr. A. F. Buxton, the Hon. H. C. Gibbs, Sir Francis Green, and Sir Lulham Pound. In the case of St. Mary Woolnoth, the recommendation for its removal was carried by the casting vote of the chairman.

WORTHY OF RESERVATION.

Other evidence of differences appear in the fact that although the report is signed by all ten Commissioners there are two cases of reservations being made. Sir W. Collins considers two or three of the buildings recommended for demolition are "well worthy of preservation," and he dissents from the assignment of the duties involved to the Central Board of Finance as "being a

body of recent origin and non-statutory character." Lord Hugh Cecil, in a full note, dissents from the report where it deals with the removal of churches and the sale of their sites.

Some 47 benefices, with income of £51,000 a year, are dealt with. The resident population is 13,000, of whom 9,000 are in four parishes, and it is stated that over 350,000 have attended services in them during the war.

PARISH RECONSTRUCTION.

Most important in reconstructive proposals is that the square mile of the City shall be divided into quarters with Old London names:—

Bishop's Gate Quarter.
Alders Gate Quarter.
Black Friars Quarter.
The Tower Quarter.

Each will be a parish, with a Rector at £1,200 a year and a house, and four assistant clerics at £400 each. Ten lecturers, University honours graduates, at £300 each, under the direction of a Board, will be added, the whole staff costing £16,200.

The report names various other purposes (besides Sunday and week-day services) for which the fabrics of churches may be retained, mentioning especially a Chapter House for St. Paul's and a Consistory Court. For such purposes nine other churches are to be retained, making 28 in all.

The previous Commission upon this question recommended the removal of six of the 19 now proposed, and also the removal of St. Margaret Patten's, which the Commissioners propose to retain.

DEATH OF MR. HUGH THOMSON.

Mr. Hugh Thomson, the well-known black-and-white artist, has died in London, at the age of 59. Mr. Thomson's work is to be found principally in contemporary editions of famous works. He illustrated, among others, "Granford," "Scenes from Clerical Life," "Highways and Byways of London," "Esmond," "As You Like It," "Merry Wives of Windsor," "School for Scandal," "She Stoops to Conquer," and "Tom Brown's School-days."

THE SERVICES.

NAVY PLANS DIVISION.

An important series of changes in the Plans Division of the Admiralty was completed recently by the appointment of Capt. G. C. Dickens, C. M. G., to be Deputy Director of Plans. Capt. Dickens, who before his promotion last December was Flag-Commander to Adm. the Hon. Sir Somerset Gough-Calthorpe in the Mediterranean and at Constantinople, takes the place of Capt. Barry E. Domville, C. M. G., who served during the war as Flag-Captain to Sir Reginald Tyrwhitt at Harwich, and has now been appointed to be in charge of the Plans Division. The vacancy thus filled by Capt. Domville was caused by the former Director of Plans, Capt. C. T. A. Fuller, C. M. G., D.S.O., having been appointed Chief of Staff to Adm. Madden in the Queen Elizabeth.

It is clear from the foregoing appointments that the Plans Division is to be continued for the present as a separate organization in the Naval Staff. It will be recalled that the Division was created in January, 1918, in furtherance of the principle of isolating the work of planning and directing naval war operations from all other work, in order that it might receive the entire attention of the officers selected for its performance. In his "Notes on Naval Policy," to which Lord Beatty referred last Saturday at Glasgow, the First Lord has recently stated that before the war no "policy" planning" Division to the Staff had come into being, and no Division dealt with the tactical side of naval war, types of ships, and use of weapons. At present, however, the Deputy Chief of the Naval Staff is responsible on the one side for the divisions concerned with operations, policy, intelligence and training; and the Assistant Chief of the Staff is responsible, on the other side, for the development and use of material, including types of vessels, weapons, and tactics.

ENGINEERING SPECIALISTS.

The Admiralty announce that rules have been approved for determining the dates from which officers specializing in engineering shall become eligible for the higher rates of pay laid down for the engineer branch in July last, as a result of the Halsey Committee's recommendations. Sub-lieutenants specializing in engineering will be considered as holding the qualification of sub-lieutenant (E) on obtaining their engine-room watch keeping certificate, and from that date will be entitled to receive the 13s. rate of pay per day, provided such date is on or after February 1, 1919. Sub-lieutenants (E) will not be eligible for the rate of pay of a lieutenant (E) on promotion to lieutenant unless they possess all the qualifications for lieutenant (E). The notation (E) will not be inserted in the Navy List after the names of sub-lieutenants who become eligible as indicated above for the 13s. rate of pay, but will only be used, as at present the qualification of lieutenant (E). Officers who have specialized and obtained the necessary qualifications for lieutenant (E) as sub-lieutenants will be paid as lieutenants from the date of promotion; but officers who have specialized in (E) as sub-lieutenants, but who have not obtained all the qualifications for lieutenant (E), including the possession of an engine-room watchkeeping certificate, will be placed, on promotion, on the ordinary scale of pay for lieutenants until they qualify. The case of a lieutenant or acting lieutenant not specializing in (E) until after attaining that rank is regarded by the Admiralty as analogous to that of an officer specializing in (G) or (T) and, such officers will, therefore, only be eligible for pay at the ordinary rates laid down for lieutenants until they are fully qualified as lieutenants (E) and possess an engine-room watchkeeping certificate.

EX-AIRMAN.

The Air Ministry make the following announcement:—Any ex-airman who volunteered to serve for the Occupation Period (one year) or engaged for periods of approximately two, three, or four years under the "bounty" system, and so became eligible for one, two, or three months' leave, may, if the exigencies of the service did not permit of his receiving such leave prior to demobilization or discharge, now receive 25, 35, or 84 days' pay and allowances under the following conditions:—1. That he was not discharged for misconduct. 2. That if he has been invalided and granted a pension he will receive only the difference,

NOTICES.

DAIRY FARM NEWS.

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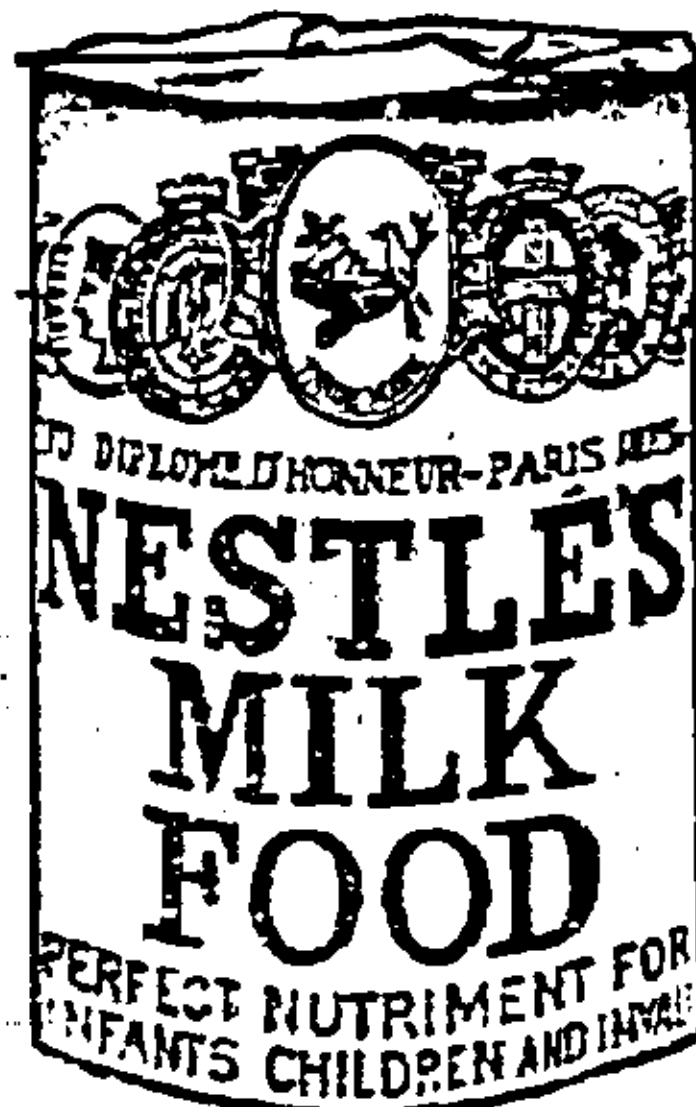
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if any, between the pension he has already drawn during the period covered by the leave to which he is entitled and the pay and allowances for the same period.

Applications for this leave should be made as early as possible to the Officer in Charge of Records, Royal Air Force Blandford, and must in any case be made within three months of the date of this announcement. Any application which is not made within this period cannot be considered.

It must be clearly understood that any sums so payable are liable of the period for which leave is now granted, or to meet any other public claim against the airman concerned.

Investigations of the numerous claims for this leave may possibly involve some delay in settlement, but all sums due will be remitted as early as practicable, without further applications from the airman concerned.

PROMOTION IN THE ARMY.

It is provided by a new Army Order that a second lieutenant, whether serving on a Regular, Special Reserve, Territorial or temporary commission, may be promoted to the rank of lieutenant after two years' commissioned service in

his regiment or corps, provided he is recommended for such promotion. An officer who has been transferred from another regiment or corps may also be so promoted after a total of two years' service, provided that he is the senior second lieutenant of his regiment or corps. In the Corps of Royal Engineers promotion after two years of commissioned service will be provisional; an officer failing subsequently to qualify at the initial course of instruction prescribed by the Army Council will revert to his original rank.

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NOTICES.

BATHING COSTUMES.

CHOICE DESIGNS
IN MEN'S

BATHING COSTUMES.

STOCKED IN
WOOL AND COTTON
ALL SIZES

RUBBER EAR STOPPLES

TO PREVENT WATER FROM
GETTING INTO THE EARS

J. T. SHAW

TEL. 692
SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.

Powell Ltd.

TELEPHONE 346

LATEST NOVELTY IN

GENTLEMEN'S BELTS.

A LEATHER BELT THAT
STRETCHES.

COLORS:—DARK, MID, AND LIGHT

BROWN.

NEW COLUMBIA

RECORDS

A 2761	First Rose of Summer (Somebody's Heart)	Fox Trot	Happy Six
A 2305	Bo-La-Bo (Venetian Moon)	Fox Trot	Louis Jaz Band Kentucky Srenaders
A 2645	Ostrich Walk (Jazz Band Ball)	Fox Trot	Guillo Dairo One Step
A 2297	Indiana (Darktown Strutters)	One Step Fox Trot	Original Dixie Jaz Band

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

15, DES VŒUX ROAD.

TEL 1322.

CALDBECK, MACGREGOR & CO., LTD.

BEG TO GIVE NOTICE THAT AFTER THE 30TH

JUNE THEIR PRICES WILL BE NETT AND LIABLE

TO ALTERATION IN HARMONY WITH THE

FLUCTUATIONS IN EXCHANGE

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road, Central

(Telephone No. 72.)

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Promptitude in Execution of Order

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Quickest Delivery from Large Stock on hand

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THE FUJI TRADING CO., LTD.

(INC. IN JAPAN)

HONGKONG.

PACIFIC SHIPPING.

CP & OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

FROM	DATE	TO
STEAMERS, HONGKONG, VANCOUVER.		
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 25	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 21	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Monteagle	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from Hongkong. Traffic conditions on the Atlantic are congested and the Pacific Atlantic connections can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via P.O.S. steamers. Freight sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here, will cover all such connections.

For fares and other information please apply to
HONGKONG OFFICE,
 Telephone 752. Cable address HANLANPAT
CANADIAN PACIFIC
OCEAN SERVICES.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
 (Calling at Shanghai and Kobe.)

"ENDICOTT" ... About July 19
 "WHEATLAND" ... July 15
 "ELDRIDGE" ... About July 25
 "ELKTON" ... Aug. 10

For PORTLAND direct.

(Calling at Shanghai and Kobe.)
 "ABERCO" ... July 25th
 "PAWLET" ... July 25th

Through Bills of Lading issued to Overland Common Points

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE
 Telephone Nos. 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
 Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 24TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE
 Telephone Nos. 2477 & 2478 5th floor, Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

 TRANS PACIFIC FREIGHT SERVICE
 HONGKONG
 TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About
 S.S. WEST MONTOP... July 10 S.S. WEST MONTOP... July 12
 S.S. WEST HIKA... Aug. 10 S.S. WEST HIKA... Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

 LOS ANGELES, CALIF.
 BRANCH OFFICE:
 KORE, SHANGHAI,
 MANILA, SINGAPORE.

HONGKONG OFFICE:

 Prince's Building, Chater Road,
 Telephone No. 1062.
 CHAS. E. RICHARDSON,
 General Agent for South China.

PACIFIC SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

 OPERATING THE NEW FIRST CLASS STEAMERS
 "ECUADOR," "VENEZUELA" & "COLOMBIA"

 HONGKONG TO SAN FRANCISCO
 Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Born and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
PERIA MARU	8,800	5th July
KORCA MARU	24,000	14th July
YOKO MARU	22,000	11th Aug
SIBERIA MARU	24,000	10th Aug
SHIMO MARU	24,000	6th Sept

Calling at Keelung.

Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA-CALLAO-ARICA-ANTIQUERA.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
AYO MARU	17,500	14th July
AYO MARU	17,500	2nd Sept
AYO MARU	14,000	2nd Nov

Bills of Lading are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

Y. TSUYUMI, Manager.

Telephone Nos. 2374 & 2375. KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

 "NANKING" "NILE" "CHINA"
 15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

 SAN FRANCISCO
 VIA SHANGHAI, JAPAN PORTS & HONOLULU

 "NILE" "CHINA" "NANKING"
 July 22nd. August 19th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

ALSO

 Amalgamated with
 COSMOPOLITAN SHIPPING CO. GREEN STAR LINE,
 NEW YORK. NEW YORK.
 Operating Baltimore via Panama Service to the Far East.

For SAN FRANCISCO.

 "EASTERN TRADER" ... 29th June.
 "COLORADO SPRINGS" ... 12th July.

For SEATTLE.

"ARCTURUS" ... 27th June.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 13, Des Voeux Rd., Tel. 3208.

PRINCE LINE FAR EAST SERVICE.

For Boston &/or New York.

FOR BOSTON & NEW YORK.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

ISHEWAN TOMES & CO.
 Agents

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS	SAILING DATE
"GRACE DOLLAR" ...	AUG. 3RD.
"MELVILLE DOLLAR" ...	SEPT. 17TH.
"HAROLD DOLLAR" ...	OCT. 9TH.

Through bills of Lading issued to all ports of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

 GENERAL POST OFFICE BUILDING
 THIRD FLOOR

 TEL. 795.
 793.

SAN FRANCISCO.

U.S.S.B.

STEAMERS	SAILING DATE
"WEST HARTS" ...	JULY 10TH.
"HICHO" ...	JULY 10TH.
"WEST IRA" ...	JULY 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 793

Gen. P. O. Bldg.

3rd Floor.

 HONGKONG
 SINGAPORE

 SAIGON
 SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on 1st July.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

 Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
 793 Manager.

SAILING DATES.

EUROPE, HSA, ETC.

Waban	June 23
Tango	June 23
Amason	June 23
Inaba	June 23
Arcturus	June 27
Africa	June 23
Karmala	June 27
Wytherville	June 1
Tajima	June 23
Kawachi	June 27
Cadaretta	July 1
Katori	July 1
Maquan	July 1
Amalan	July 3
Aberco	July 4
Madras	July 4
Katori	July 4
Kashima	July 4
Doncalion	July 4
Persia	July 5
Tokwa	July 9
Kamo	July 9
Endicott	July 10
Hicho	July 10
West Ira	July 10
Kathlanba	July 10
West Harts	July 10
Himalaya	July 11
Perana	July 11
Colorado	July 11
Wheatland	July 15
Himalaya	July 15
Kiyo	July 17
West Montoli	July 17
Arizona	July 17
Devanha	July 17
St. Albans	July 20
Nikko	July 21
China	July 21
West Iran	July 21
Pawlet	July 25
Eldridge	July 25
Lowther	July 25
Siam	Aug. 3
Grace D.	Aug. 3
Mexico	Aug. 8
Siberia	Aug. 10
Elkton	Aug. 10
Tenyo	Aug. 11
Eastern	Aug. 13
Nanking	Aug. 19
West Hika	Aug. 12
Honolulu	Sept. 6
Shinyo	Sept. 6
Chicago	Sept. 14

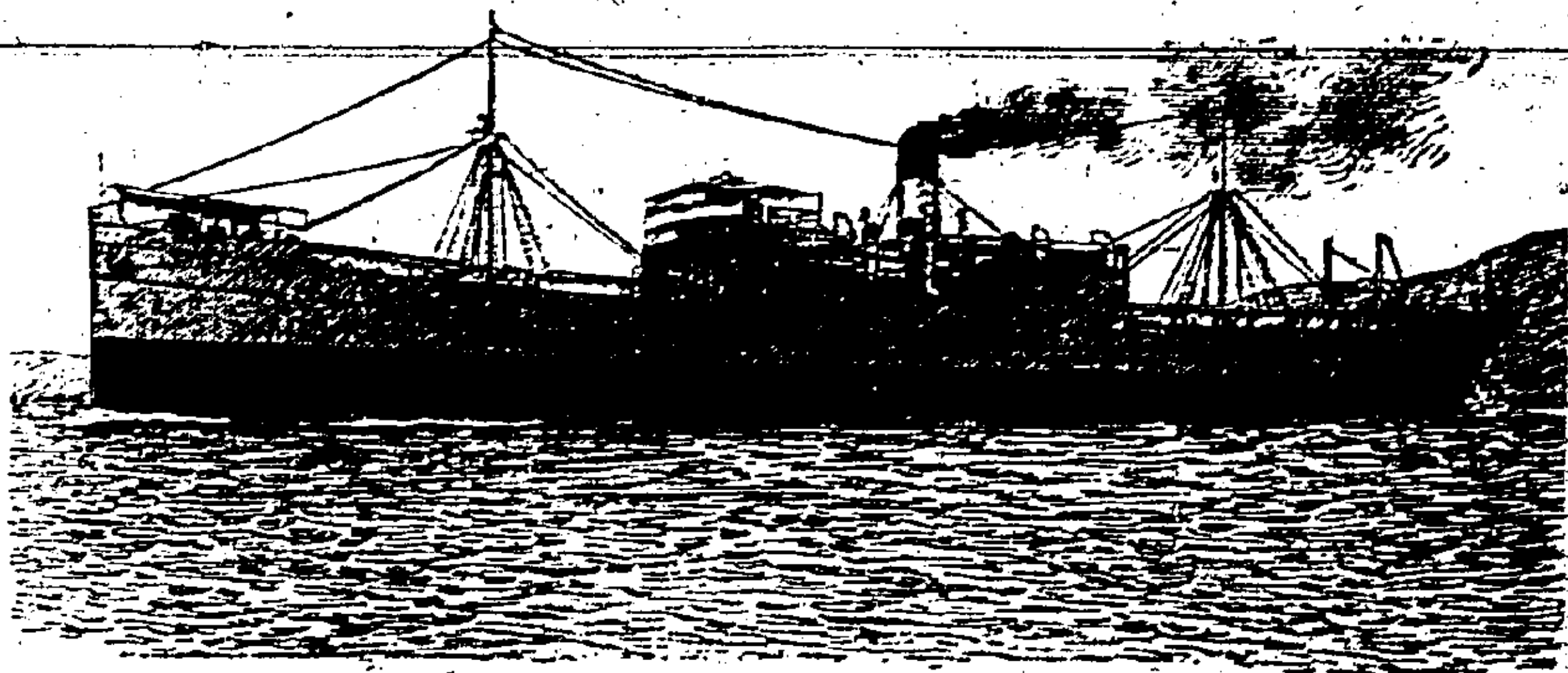
JAPAN, COAST PORTS, ETC.

Yashiro	June 24
Penang	June 24
Sinkiang	June 24
Hopsang	June 24
Namsang	June 24
Kanchow	June 24
Kosoku	June 25
Cheongshing	June 25
Hailong	June 25
Ganges	June 25
Loongsang	June 25
Tean	June 25
Tungshing	June 26
Delagoa	June 27
Huichow	June 27
Kaijo	June 27
Haiyang	June 28
Malacca	June 28
Kwaihsang	June 29
Hailong	June 29
St. Albans	June 29
Chusan	June 29
Atsuta	July 1
Sosho	July 1
Shiao	July 1
Yokofu	July 2
Hailong	July 2
Tippans	July 4
Delwara	July 5
Kalyan	July 13
Burma	July 18

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

 Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;
 Western Union and Watkins

 Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
 Iron and Brass Founders, Forge Masters, Electricians


S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

 Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KARMALA	9,000	28th June	Marseilles, London and Antwerp.
DEVANHA	8,100	17th July	Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MADRAS	5,900	4th July	Calcutta via Singapore Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
ST. ALBANS	4,500	20th July	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
EASTERN	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
ST. ALBANS	4,500	23rd June	Kobe direct.
DILWANA	5,400	5th July	Shanghai only.
KALYAN	9,000	13th July	Shanghai & Japan.

ATTENTION ALL STEAMERS

Parade Masts and other obstructions will be removed at the company's expense on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Ports U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAKIWA M. (Calling Manila & Keelung) Wed. 23rd June, at 11 a.m.

KATORI M. (Calling Manila) Sun. 27th July, at 11 a.m.

GASHIMA M. (Calling Manila & Keelung) Mon. 28th Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA M. (Calling Manila) Sun. 27th June, at noon.

KAMU M. (Calling Manila) Fri. 2nd July, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA M. (Calling Manila) Mon. 21st June.

LIVERPOOL & MARSEILLES via Suez, Port Said & Port Suez.

TOKIWA M. (Calling Manila) Fri. 2nd July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGU M. (Calling Manila) Wed. 23rd June, at 11 a.m.

SISKO M. (Calling Manila) Mon. 28th July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Colon.

KAWACHI M. (Calling Manila) Beginning of July.

BOMBAY & COLOMBO via Singapore.

YETOBOT M. (Calling Manila) Fri. 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA M. (Calling Manila) Mon. 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

SISKO M. (Calling Manila) Wednesday, 23rd June, at 10 a.m.

SHANGHAI, KOBE & YOKOHAMA.

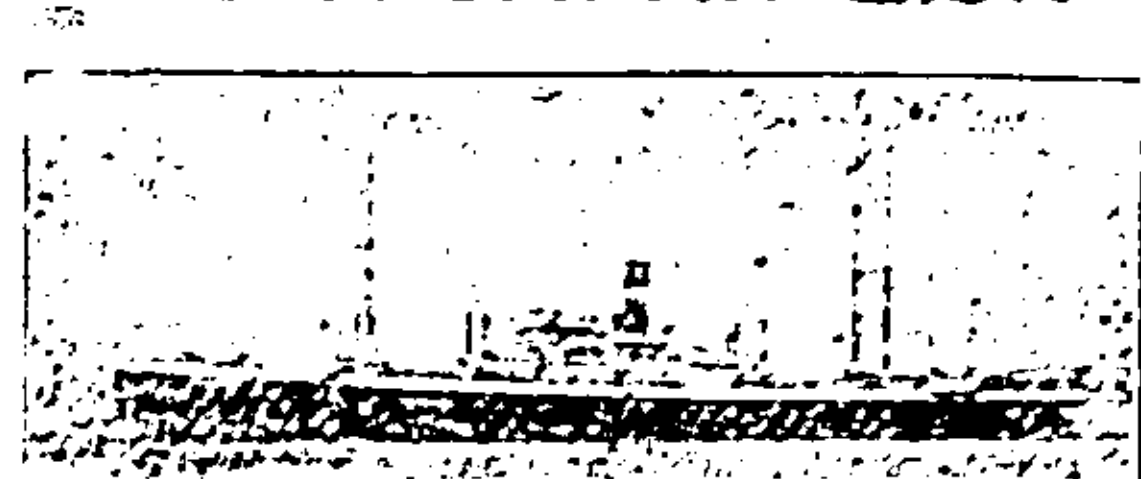
DURBAN M. (Calling Manila) Thursday, 24th June.

PENANG M. (Calling Manila) Fri. 25th June.

ATSUTA M. (Calling Manila) Thursday, 1st July, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Returning to	Will leave on
Haiyang	Java	in port	23rd June Soerabaya.
Tijpanas	Java	20th June	4th July Saigon.
Tijalak	Java	10th July	16th July Japan.
Tijmanok	Japan	16th July	19th July Java.
Tijboda	Java	19th July	24th July Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

York Buildings. Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

"HONOLULU MARU" (Call Honolulu) End of August.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"BURMA MARU" Sunday, 18th July.

"SIAM MARU" Bag. of August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MADRAS MARU" Saturday, 26th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" Thursday, 23rd June.

"ARIZONA MARU" Saturday, 17th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" Saturday, 3rd July.

JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"KOSOKU MARU" (Yokohama, Kobe) Fri. 25th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAMU MARU" Sunday, 27th June.

TAKAO via SWATOW & AMOY.

"SISU MARU" Thursday, 1st July.

For sailing dates and further particulars apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer, Arrived Hongkong, Leaves Hongkong

CHANGSHA From Australia To Australia

6th July 16th July

This steamer is fitted with refrigerating machinery, enabling a plentiful supply of ice, fresh provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A hospital is also on board. Reduced Fares for cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—

Butterfield & Swire.

Telephone No. 35. Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer, Sailing

LONDON & HAMBURG "KATHLAMBA" 10th July.

For particulars of sailings, etc., are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton. General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS.

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular service between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "RIOJIN MARU"

Sailing on or about 29th June.

For JAPAN, "BAN-MAU"

Sailing on or about 10th July.

For JAVA, "HAKUO MARU"

Sailing on or about 25th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.K. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

D. DAY LL & CO., LTD., Agents.

COASTAL SHIPPING**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

SINGAPORE & Calcutta via Singapore Thru. 24th June at 3 p.m.

Kobe via Singapore Thru. 24th June at 3 p.m.

SHANGHAI via Swatow Hoosang Fri. 25th June at 4 light.

MANILA via Swatow Hoosang Fri. 25th June at 3 p.m.

Tientsin via Weihaiwei Cheongching Sat. 26th June at 4 light.

SHANGHAI via Swatow Hoosang Sat. 26th June at 4 light.

SHANGHAI via Swatow Hoosang Sun. 27th June at 4 light.

Tientsin via Weihaiwei Cheongching Sun. 27th June at 4 light.

STRAITS & Calcutta via Swatow Hoosang Tues. 29th June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, so that calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kurlat, Jesselton, Labuan, Tawau and Lahad Daru.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be dispatched on or about

June 24th, for SINGAPORE and CALCUTTA.

S.S. "KWAISANG" will be dispatched on or about

June 26th, for SINGAPORE, PENANG & CALCUTTA.

Cargo accepted on Through Bills of Lading (transshipment at Singapore) to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 315.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamer, To Sailing

SWATOW & SINGAPORE Kanchow 24th June at 11 a.m.

SHANGHAI Sinkiang 24th June at 11 a.m.

SOURABAYA and SAMARANG Taikoo Wan 25th June at 1 p.m.

SHANGHAI & TSINGTAO Tean 25th June at 1 p.m.

WEIHAIWEI CHEFOO Huichow 27th June at 4 p.m.

SWATOW & BANGKOK Chusan 29th June at 11 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO

Excellent Saloon accommodation, midships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong June, 23, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers, with good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND HOCHOW AND RETURN.

(Occupying 3 to 10 days.)

Steamships, Captain, Leaving

Hailong I. S. Thompson FRI. 25th June at 2 p.m.

Hainong W. C. Pasmore THUR. 24th June at 3 p.m.

Haiching A. H. Stewart FRI. 2nd July at 2 p.m.

Arrivals and Departures from the Cudd Wharf (Black Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Canadian Pacific S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"DECCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REISS & CO., CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. HAILONG arrived this morning from Foochow and Swatow with 600 tons of general cargo for Hongkong.—Mooring, Douglas Wharf.

From Beasuki the HAIYANG brought this morning 1,450 tons of sugar.

The KWAISANG consigned here this morning from Kobe and Moji four hundred tons of general cargo for Hongkong and 1,000 tons for through destination.

The YATSHING arrived this morning from Calcutta with 1,900 tons for the Colony and 400 tons for the North. She carried 232 Chinese dock passengers.

From Melbourne there arrived yesterday afternoon the s.s. NIKO MARU with 350 tons of soap, malt, steel and provisions for Hongkong and 2,043 tons of lead, malt, etc., for the North. She is N. Y. K. vessel.

From Hamburg the N. Y. K.'s DURBAN MARU arrived this morning with 207 tons of dye, wine, paints and general cargo for Hongkong and 6,649 tons for Japan.—Mooring, Kowloon W.

The O. S. K.'s SHINNO MARU came into port this morning from Miki with 2,753 tons of coal for the Colony.—Mooring, C 34.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 26th May and is expected here on the 5th July.

The N. Y. K. s.s. TOYAMA M. (Hamburg Line) left Antwerp for this port via Suez on the 16th May and is expected here on the 27th June.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 22nd May and is expected here on the 30th June.

The s.s. METHVEN left Vancouver for Hongkong via Japan ports, Shanghai on the 20th May, and is due here on or about the 28th June.

The T. K. K. s.s. KIYO M. arrived at Yokohama on the 11th instant, from Valparaiso and other South American ports, and San Francisco, will sail on the 16th instant, and is due at Hongkong on the 19th instant.

The N. Y. K. s.s. NAGANO M. (Calcutta Line) left Calcutta for this port via Rangoon, Penang and Singapore on the 12th June, and is expected here on the 30th June.

The N. Y. K. s.s. KATORI M. (American Line) left Kobe for this port via Nagasaki & Shanghai, on the 16th June, and is expected here on the 24th June.

The s.s. MATTAWA, arrived at Singapore, on 15th June, leaves there 18th June, and is due at Hongkong on about 24th June.

The T. K. K. s.s. PERSIA M. arrived at Yokohama on June 17th and sails 20th instant, being due at this port on 23rd instant.

The N. Y. K. s.s. INABA M. (European Line) left Kobe for this port via Moji and Shanghai on the 16th June, and is expected here on the 23rd June.

The N. Y. K. s.s. TANGO M. (European Line) left Nagasaki for this port on the 19th June, and is expected here on the 23rd June.



THE PAGE



AN EFFECTIVE HEAD-RESS.



Gold tissue and pearls, with applique flowers in aluminium, bronze, and green and gold shot tissue, forms the above effective head-dress.

Designs of the Moment.

In France, where the power of dress is undisputed, the call for colour has brought a quick answer from the leading dress-makers. In dress and millinery colour is used with prodigality, and materials and trimmings are of "more than Oriental splendour."

Black hats are still worn, but more often than not they have a strong note of colour in the trimming. At a favourite milliner's recently the models showed feather trimmings in brilliant colours. A fine black straw toque would have a wreath of ostrich tips uncurled and attenuated to the fineness of thread in two or three shades of two colours. Pale jade green allied to cornelian red or to scarlet were among the combinations. There was burnished copper, royal blue, pale mauve, old rose; in fact, every colour in the rainbow in almost every kind of material: straw, feathers, taffetas, crepe, georgette, charmeuse, velvet, and always a certain amount of kid and American cloth.

Chine, nanook, voile, and even very subtle taffetas in colours are being used. All garments are brightly embroidered in bunches of flowers and fruit, or both. They are trimmed with old lace and are of such fragile daintiness that, like the old-fashioned robe of silk, they could almost be run through a wedding-ring. A further fantastic in lingerie show sets of underwear in black satin embroidered in gold thread, others in crepe de Chine of brilliant tomato red, mauve, or pale yellow. They are embroidered, incrustated, and trimmed with every kind of real lace and tulle. On some garments little figures are embroidered, and black velvet ribbon is used as a trimming. It is all very amusing and attractive, but nothing really compares favourably with fine linen, fine sewing, and real lace.

SILK JERSEY.

Silk jersey is still in favour for the little dress. The novelty about it this year is that it may be striped woven with a pattern, or have a handpainted design. Bright colours are used and two colours for one dress: canary colour with pale green, grey with blue, beige with red. In style these dresses are quite simple: low neck, short sleeves, fastened down the back with the waist outlined by a narrow leather belt. From every point of view these silk jersey dresses are desirable. They are comparatively inexpensive; they can be gay or sober; and they suit in style most figures.

FLOWERS AND JEWELS.

The wearing of flowers in the evening, on the shoulder, at the waist, and in the hair, is one of the newest fashions. A black tulle dress with one huge brilliant silk poppy at the waist, worn by a slim, golden-haired girl, looked positively vivid; a woman with bronze hair wore a wreath of shining laurel leaves, and over the left ear a white gardenia. Another, dark haired and statuesque, had a wreath of gold and silver flowers rather like a crown. But feathers and tulle are also worn, and so are Spanish combs; for in hairdressing, as in all other fashions, the great point is diversity. One sees women with short hair plainly brushed and waved, or standing out in a wild bush all round the head. There are others with a high-placed chignon, and others with the chignon low in the neck. The neat natter coiffure is again worn, and it is left to the individual to choose where the parting shall be. Some have it in the middle, some at the side, and some have none. Thus there is rough hair and smooth, curled hair and straight, but always women aim at abundance.

LOOKING-GLASS REFLECTIONS.

HOW TO CULTIVATE A PRETTY MOUTH.

No art or artifice can make a large mouth into a small one, but a great deal can be done to prevent a large mouth from looking larger than it really is and also to prevent an ordinary mouth from being an ugly one.

No mouth can be pretty if the upper teeth are so very prominent that they push forward the top lip and rest themselves obtrusively on the lower one. This is a state of things which may be prevented, but the prevention is only possible in childhood. Directly it is seen that a child's second teeth project, or are inclined to project or to overlap one another, that child should be taken to an experienced dentist.

If attention is given in time, and a suitable plate is made to push back the teeth that are in danger of projecting, the whole contour of the mouth may be saved from becoming permanently ugly. Of course, projecting teeth may be removed in later life and replaced by artificial teeth, which do not project over the lip, but the effect on the appearance of the mouth will never be the same as if, by the use of a simple contrivance in youth, the projection of the teeth had been entirely prevented. Crowded and overlapping teeth always spoil the beauty of the mouth. This often happens when the mouth and jaws are small and the teeth rather big and there is not room for the latter to grow in an even row. The removal of a couple of teeth, if done early enough, entirely prevents this deformity, which though a small one, is a considerable bar to the beauty of the mouth.

If the lips are very thick they make the mouth look bigger than it really is. Some lips are naturally thicker than others, but many look thicker than they need because they are ill-treated. They are bitten (often to make them red, which it does not do). They are rubbed, puckered, and twisted. Avoid such habits if you would have pretty lips and a small mouth, and above all keep your teeth clean and white.

JOTTINGS.

THE CRIMSON NOTE.

One must surely be very young or very fantastic to care about using the bright crimson notepaper, with black linings to the envelopes, that the smartest stationers are showing. Freaks in notepaper, talkative socks, and high collars seem to denote the adolescent.

NEWEST SUMMER COLLARS. Collars that encircle the back of the neck closely and then disappear at the sides are among the newest styles of neckwear. The little flat turnovers that reach only across the front of a square-neck also are new and much favoured.

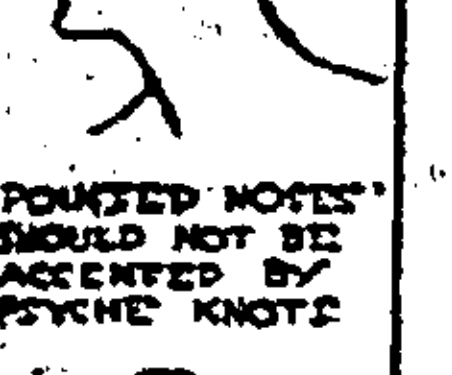
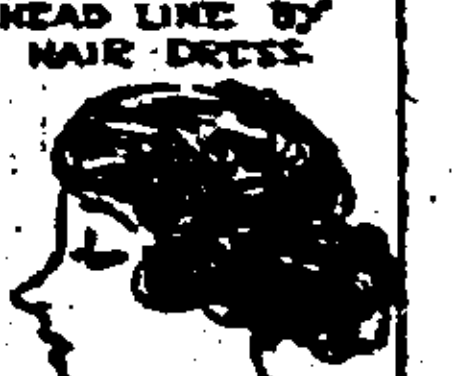
GLAD IN SILVER. The silver mackintosh fabric formerly used by the Government in connection with their airships makes its appearance nowadays in all sorts of ingenious forms. One small child wears it as a waterproof cape, and very charming she looks in it. An inventive woman has made waders of it for seaside wear for her kiddies; another uses it for lining the kitchen shelves, so that they may be readily wiped free of dust. And it makes the most fascinating shopping bags imaginable.

THE SILVER FASHION. There is a great feeling for silver effects. Not only are walls, chairs and settees silvered in this manner, but there is a new fashion for using silver lustre ten-sets, which is remarkably pleasing. A tea-table so equipped looks brilliant, and the expense is not much greater than that represented by ordinary porcelain.

THE ENGLISHWOMAN SCORES. The Parisienne just can't help that feeling of superiority to the rest of the world's womenfolk in the matter of dress instinct. There is just one point, however, on which the Englishwoman scores over her, and that is in the question of taste in footgear.

QUIET ELEGANCE. The elaborate be-straped boots and shoes beloved at this very moment of the daintiest and smartest Parisienne would be voted bad form by the leaders of fashion in London, who favour a quiet elegance in all their footgear, considering that theatrical effects are best left to the stage. And no doubt the Parisienne thinks we are quite wrong.

SOME HAIRDRESSING HINTS



To dress your hair becomingly first study the shape of your head; second, the height of your forehead; third, the contour of your nose. The woman with a high forehead can add 50 per cent. to her personal beauty by pulling soft fluffs of hair over the too prominent feature. The pretty, dimpled, full-faced girl who dons her hair in the modern fashionable ear puffs, is in danger of making her face look fat instead of youthfully round.

Most defects of head contour—even serious ones—can be greatly helped, if not wholly overcome by the style of dressing the hair. A great many women have what is known as "flat head," that is, a head flat in the back instead of curving outward in the accepted shape of the cranium. But the clever woman by massing her hair at the back of such a head can build out the line until it is wholly attractive.

Well and becomingly dressed hair is every woman's greatest single beauty, is the belief of Miss Ferguson, who is very careful to avoid all freak styles of coiffure.

WIG OF SILVER AND GOLD.



Mrs. Lydia Lipkowska, the famous Russian soprano, says that the most priceless gem of her wardrobe is her silver and gold wig which is valued at several thousand dollars.

JOTTINGS.

ZULU HEAD-DRESSES.

Evening head-dresses become more elaborate as time goes on. At the opera one woman wore two ostrich feathers, one waving over the crown of her head and the other caressing her neck. A beautifully jewelled ornament joined the feathers together just above the right ear. She had quite the air of a Zulu chieftain. Tulle caps banded with coloured beads and with a little tuft of ostrich "tips" at the side are becoming a trifle too popular.

EXPENSIVE LINGERIE.

Dainty lingerie is reaching extraordinary heights, not only in beauty of design and material, but in price too. Quite ordinary crepe de Chine nightdresses or pyjamas cost at least twelve guineas in the more exclusive shops, whilst a "set" costs a small fortune. Some of the nightdresses are as elaborate as frocks and actually boast panniers! Washing would ruin them in no time, so the cleaning bill enormously increases the final cost.

TWINED WITH DIAMONDS.

A new use was made for the old-fashioned single-stone diamond necklace at a dance recently. A pretty woman wore one of these twined over and under a bright "Joffe" blue-velvet band that was set across the front of her hair, and the effect was quite charming. At this same dance one of the smartest women adopted the Greek knot type of hair-dressing which was worn by so many of the younger peeresses at the opening of Parliament.

AN ORIGINAL WEDDING GOWN.

The newest thing in wedding dresses was worn by a recent Home bride. She chose pale pink crepe-de-chine, embroidered all over with silver butterflies, and a pale pink tulle train.

PEARLS.

IMPORTANCE OF SHAPE AND COLOUR.

There are pearls and pearls, but the absolutely perfect pearl is said to be the rarest of all gems. There are only a few of them in all the world. It is something of an achievement, therefore, to make artificial pearls that do not appear too perfect, for it is this very trick of copying what may be called nature's imperfections that enhances the value of the imitation pearl.

The colour is another thing that must be carefully studied in the making of these artificial gems. To the uninitiated, pearls are white, just as rubies are red or emeralds green, but those who have gone in for a real knowledge of pearl lore know there are many pearl tints. The finest varieties are the white and pink. The tones of colour in the "white" pearl are yellow, blue, pink and green. The pearls show a clear, delicate light pink. It is very beautiful and rare and highly esteemed. The rose pearl is even harder to obtain than the clear colour. The blue-white pearl has its admirers, while green pearls come next in favour, and the yellow pearl last of all. Yellow is the colour most common to pearls of all seas except those grown in fresh water. Although generally less esteemed than all others, the yellow pearl is said to be preferred by the Chinese. Indian pearls are often of a deep yellow tinge.

Because of their exceeding rarity black pearls are much prized. They come from the shades of grey, blue, and green. The most valuable black pearl, however, is really black without any colour tinge.

